

GRAIN DEALERS JOURNAL

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The Grain Business Is==

The manufacturer of an automobile or a suit of clothes only begins his work when the factory turns out the finished product. The last inspector's stamp of approval marks the completion of one stage of the task, but the article must be sold. The sales force must go into the highways and byways to locate buyers and then more buyers in order that the output of the plant may be disposed of and continued operation be made possible. When buyers cannot be found, when old customers persist in their refusal to purchase, the seller of most commodities is forced to await the return of a buying mood, often the factory must close and remain idle for months. A period of depression is difficult for this man.

It is not so with the grain dealer. There is always a ready market for grain properly prepared. When cars are available selling is merely a matter of consigning to the properly organized market, where buyers are present every business day of the year to take the offerings. The grain dealer's only sales problem is that of selecting the best market for a certain kind and grade of grain at a given time. This requires a high degree of specialized knowledge, to be sure, but it in no way compares with the stone wall of public indifference against which the other man must battle.

The only depression the grain dealer experiences is that which comes with the failure of crops. Deflation or expansion, his volume of business is large if yields are bountiful and movement good.

Nature has been kind to America. Crop production for recent seasons does not in all cases equal the record years, but harvests were abundant and stocks of old grain held on farms are large. For months this grain has been moving from farms to country elevators and thence to terminals and points of consumption or export in volume that taxes the available transportation and handling facilities. Right now, when there is a lack of general business for the railroads, a shortage of grain cars threatens and a congestion exists in some markets. Embargoes are threatened. Car shortages and embargoes never occur where there is no business.

This is what happened to the railroads: From Jan. 1 to June 11, this year, they hauled 119,628

more carloads of grain than in the same period of 1920, and 61,803 more than in 1919. Their statistics show the movement of more export wheat from July 1, 1920, to June 30, 1921, than in the same months for years.

Every bushel of grain that moves in commerce is handled by grain dealers. Therefore, the tide of the grain merchants' business is in direct relation to the movement of grain. The eleven principal United States primary markets received 344,874,000 bus. of wheat, corn and oats from Jan. 1, 1920, to July 17, 1920. In the same period of this year the same markets received 415,447,000 bus. An increase of 70,573,000 bus., or slightly more than 20%, the first half of this year over the first half of last. Receipts of other grains and seeds were large and a vast quantity moved to many other markets.

The visible supply of wheat, corn, oats, rye and barley at the primary markets where record is kept totaled 80,788,900 bus. on July 23, this year, while on the corresponding date last year the quantity was 33,222,000 bus. This shows an increase of 47,566,900 bus.

It is indisputable that there is more grain business this year than last. An increase of seventy million bushels in the receipts and forty-seven million bushels in the visible supply proves it. That 119,628 cars would make a monster train.

Grain elevator operators are reacting to this gratifying condition. When the building season opened they started to build new elevators and improve old ones in preparation for the movement of grain they saw immediately ahead. In April, May and June, 89 contracts for the erection of new elevators were let; 82 elevators were under construction in the period; 54 were completed; 133 were remodeled, overhauled and repaired; new machinery was installed in 97. The 111 elevators that burned or were damaged by fire in those months must be replaced.

Selling motor cars may be hard sledding; the shoe man may have his stock still on the shelves; but there is no depression in the grain trade. Grain dealers are actively busy. Their elevators are running overtime.

The Grain Business is GOOD.

INDIANAPOLIS

Do you know that during the calendar year 1920 this market's receipts were over 4,389,100 bushels of wheat, 20,687,400 bushels of corn, 17,174,000 bushels of oats and 403,200 bushels of rye?

Start the new season right!

Let this market, with its elevator capacity of 2,700,000 bushels, its large local and nearby demand and with its unexcelled connections to other consuming sections, handle your new crop shipments.

Everyone of the following members of the Indianapolis Board of Trade is anxious that you make this your market during the coming season.

Bert A. Boyd Grain Co.
Bingham-Hewett-Scholl Co.
Donald C. Brafford
Frank A. Witt
The Early & Daniel Co.
The Lew Hill Grain Co.
Steinhart Grain Co., Inc.
Belt Elevator & Feed Co.
Lamson Bros. & Co.

McCardle-Black Co.
Ed. D. Anderson
Heinmiller Grain Co.
Hayward-Rich Grain Co.
National Elevators
W. J. Mercer
H. E. Kinney Grain Co.
Wm. R. Evans Grain Co.
H. N. Bell & Co.

The Cleveland Grain & Milling Co.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*
Moore-Lawless Grain Co., cosgmts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Stein & Bro., E., grain receivers and exporters.*

BEAVER, OKLA.

Horne Grain Co., Texas wheat, barley, milo.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Western Grain Co., mfrs. mxd. feed, crn. meal, grits.*

BLOOMINGTON, ILL.

Häsenwinkle Grain Co., brokers of country grain.

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Globe Grain Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKilleen, Inc., J. G., receivers and shippers.*
Kennedy & Co. Chas. wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Taylor & Bourne Co., grain merchants.*
Townsend Ward Co., The, consignments.*
Urmston Elevator Co., grain commission.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Magee-Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Board of Trade Members.

Hood Feed Co., flour, feeds, field seeds.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*

CHICAGO, ILL., (Continued)

Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
ReQua Bros., wheat a specialty.*
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Updike Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, revrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLBY, KANSAS.

Harris & Haynes, wholesale—brokers—grain.

CLOVIS, N. MEX.

Western Elevtr. Co., The, revrs-shprs., hdqtrs kañir-milo.*

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DALHART, TEXAS.

Kinard Grain Co., J. C., wholesale grain & hay.*

DECATUR, ALA.

Decatur Coal & Mfg. Co., grain and feedstuffs.
Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.
Ashcraft Grain Co., S. B., wholesale grain.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills Co., The, merchant millers.*
Denver Elevator, wholesale grain, flour, millfeed.*
Farmers Elevator Co., The, H. F. Rover, Mgr.
Gallagher Grain Co., grain merchants.*
Gilmore-Livingston Grain Co., grain and hay.
Houlton Grain Co., wholesale grain.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.
Scott-George Grain Co., The, receivers and shippers.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Anderson Co., D. L., grain merchants.
Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Taylor & Patton Co., corn and oats.

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Lapham & Co., J. S., receivers & shippers.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DODGE CITY, KANSAS.

Hillyer Grain Co., grain.

DUBLIN, GA.

Smith Brothers, brokers, mdse., grain, feedstuffs.*

DULUTH, MINN.

Board of Trade Members.

Mitchell Co., W. C., grain commission.*
White Grain Co., shippers all grains.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members

Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAGERSTOWN, MD.

Valley Brokerage Co., feed, grain, hay broker.*

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., dr.

HILLSBORO, KANSAS.

Hillsboro Roller Mills, gr. dlrs., dr., chick feed.

HOUSTON, TEX.

Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Midwest Grain Co., The, shippers.
Moore Grain Co., consignments—buyers of grain.

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson, Ed. D., grain commission & consignments.
Belt Elevator & Feed Co., receivers and shippers.
Boyd Grain Co., Bert A., strictly brokerage & com.
Cleveland Grain & Milling Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Hayward-Rich Grain Co., grain commission.*
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Menzie Grain & Bkg. Co., Carl D., grain commission.*
Montgomery & Tompkins, receivers and shippers.
Probst & Kassebaum, Inc., hay, grain, feed.
Steinhart Grain Co., commission and brokerage.*
Urmston Elevator Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Field Co., Robt., succ. to P. L. Brittain Co.
Royal Feed & Mfg. Co., mixed feed mfrs.*

KANSAS CITY, MO.

Board of Trade Members.

Alfalfa Grain Pdts. Co., everything in the feed line.
Beyer Grain Co., consignments.
Christopher & Co., B. C., kañir, feterita, milo.*
Claiborne Commission Co., commission merchants.*
Croysdale Grain Co., commission merchants.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

KANSAS CITY, MO., (Continued)

Ditts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Friscoe Elevators Co., grain merchants.*
Hah-Baker Grain Co., consignments.*
Hipple Grain Co., feterita, kafir, milo.
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."
Logan Bros. Grain Co., receivers and shippers.*
Mensendieck Grain Co., consignments.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Nicholson Grain Co., W. S., strictly commission.*
Moritz & Co., consignments.*
Norris Grain Co., grain merchants and exporters.
Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Scout Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.*
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., receivers and shippers.*
Wilser Grain Co., consignments.*

LAWRENCE, KANS.

Underwood & Sons, J., grain, feed, seeds.

LEAVENWORTH, KANS.

Wilson-Legier Hay & Grain Co., branch at Kansas City.

LIBERAL, KANS.

Light Grain & Mill Co., mill pds., kafir, milo.
Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster, E. D., feeders supplies.
Lincoln Grain Co., grain merchants.*
Wright-Leet Grain Co., receivers and shippers.

LITTLE ROCK, ARK.

Grain Exchange Members.

Cable & Stockton, hay, grain, feed.
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Wilson Co., John R., grain brokers.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Eruechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., stores and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

M'KINNEY, TEXAS.

Reinhart & Company, Texas R. R. P. Oats.

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Clark-Burkle & Co., grain and hay.
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Delta Flour & Feed Co., flour, feed, meal, grains.
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers.
Hasenwinkle, H. J., consignments.*
International Sugar Feed Co., feed mfrs. and grain.
Lovitt & Co., L. B., cotton seed and peanut products.
Mississippi Elevator Co., grain dealers, feed mfrs.*
Pease & Dwyer, grain, mixed feed.
Quaker Oats Co., feed & cereal mfrs.
Royal Feed & Milling Co., mixed feed mfrs.
Sessum Grain Co., grain, mixed feed.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J., whlse. gro., grain, feed.
Meyer Bros., wholesale groc., grain, feed.
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whlse grain, feed, flr., gro.*

MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, ear corn.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bartlett & Son Co., L., grain com. merchants.*
Bell Co., W. M., commission merchants.*

MILWAUKEE, WIS., (Continued)

Blanchard Grain Co., grain receivers.*
Blanchard Grain Co., "Always Dependable."*
Buerger Commission Co., grain and seed.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dhrs. grain and feed.*
Flanley Grain Co., consignments solicited.
Franke-La Budde Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Kamm Company, P. C., grain shippers.*
Lauer & Co., J. V., grain merchants.
Merriam Commission Co., consignments.
Milwaukee Grain Commission Co., grain commission.*
Mitchell Co., W. C., commission merchants.
Mohr-Holstein Commission Co., grain merchants.*
Rang & Co., Henry, commission merchants.
Rankin, M. G. & Co., grain and feed.
Rialto Elvtr. Co., grain receivers and shippers.*
Runkel & Dadmun, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*
Udike Grain Co., consignments solicited.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.
Benson, Quinn Co., grain commission.*
Cargill Commission Co., grain commission.*
Carter-Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.*
Malmquist & Co., C. A., receivers & shippers.*
Machfield Grain Co., grain commission.*
McCarthy Bros. & Co., receivers & shippers.*
McCaull Dinsmore Co., consignments solicited.*
Mitchell Co., W. C., grain commission.*
Poehler Co., H., grain commission.*
Seidl, Frank J., all grains and feeds.
Sheffield Elevator Co., shippers of grain.
Sterling Grain Co., receivers and shippers all grains.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats and screenings.
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Fox Co., C. B., exporters.
Gibbons, J. T., gr. dealers, mixed fd. mfrs., exptns.
Matthews Sons, Geo. B., mill feed manufacturers.*
Nathan & Feltis, fwdg. agt. & expt. fght. broker.*
Neumond, Inc., K. & E., dhrs. & exptns in feed articles.
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Waterman & Co., J. S., gr. flour & fd. bkrs., dr. jobsrs.*

MOULTRIE, GA.

Delay, A. J., flour and grist mill.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers & shippers.*
AllFeed Milling Co., feed manufacturers.
Kerr, S. S., receiver and shipper.*
Nashville Grain & Feed Co., receivers & shippers.
Tennessee Grain Co., receivers and shippers.*

NEW YORK CITY.

Produce Exchange Members.

Brainerd Commission Co., consignments.*
Jones & Co., M. R., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.*
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell-Winters Grain Co., grain and feed.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.
Strader & Co., J. Edgar, grain, hay, feed.*
White Grain Co.

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Hollquist Elevator Co., receivers and shippers.*
Leopold-Briggs Grain Co., conscientious service.

OMAHA, NEBR., (Continued)

Maney Grain Co., The, consignments.*
Miller Wilson Grain Co., receivers and shippers.
Roberts Grain Co., Geo. A., grain merchants.
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Udike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Lowen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., wheat, corn, oats, flour, feed.
McKay, Donald, grain and millfeeds.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Standard Hay & Grain Co., grain and hay.
Stites, A. Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.*
Burson Grain Co., C. G., recvrs., shprs-commission.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.
Hardman & Heck, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, MAINE.

Casco Grain Co., wholesale, grain & feed.
Doten Grain Co., The, grain, feed, flour.
Maine Grain Co., grain, feed and flour.
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Western Terminal Elevator Co., receivers and shippers.

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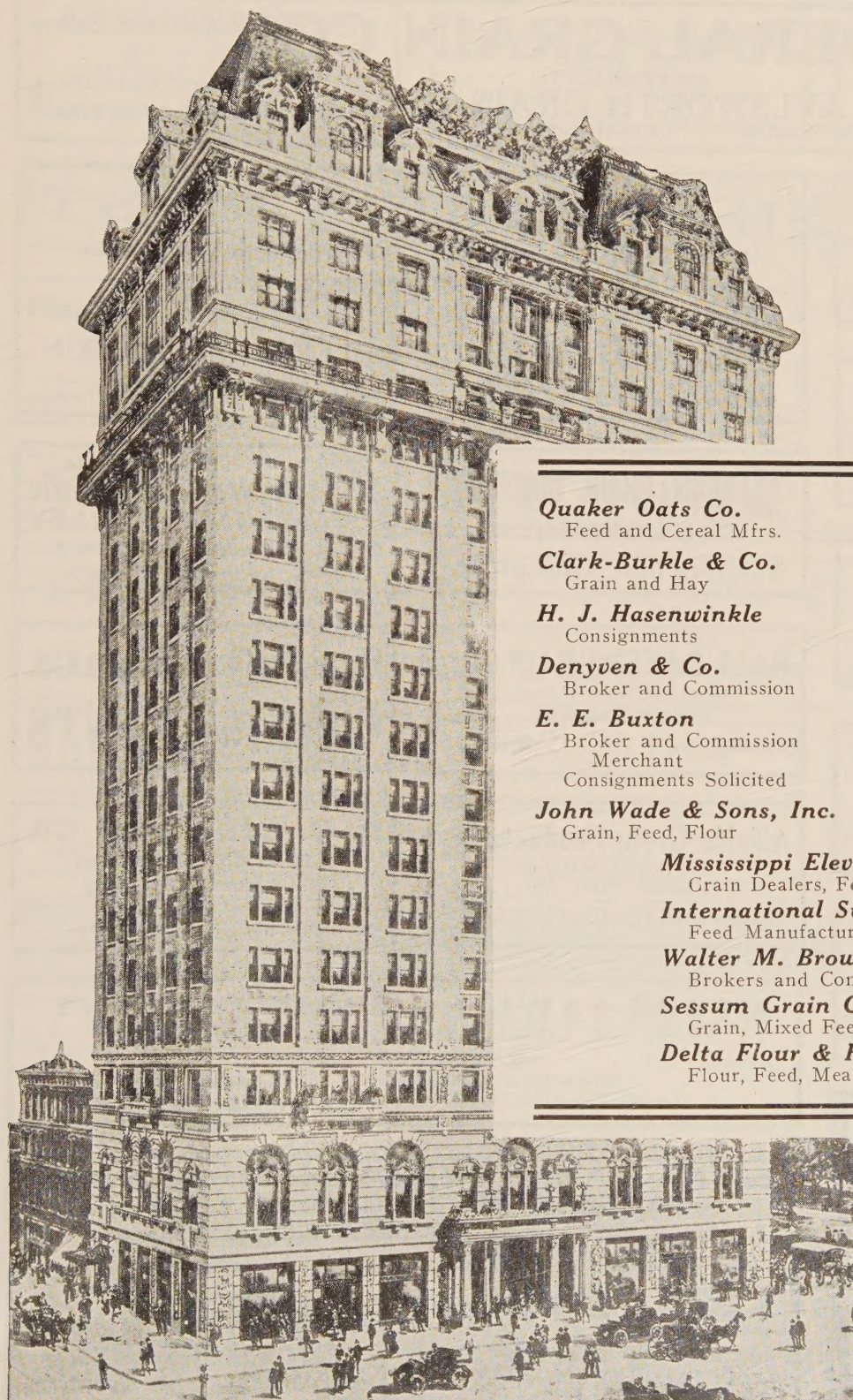
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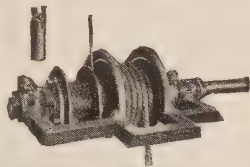
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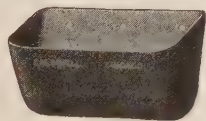
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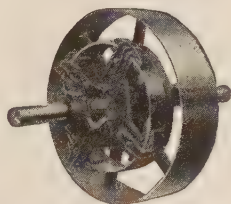
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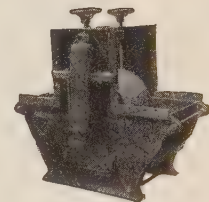
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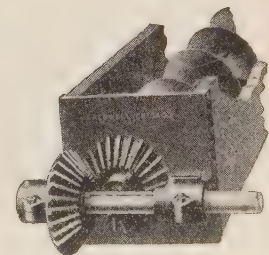


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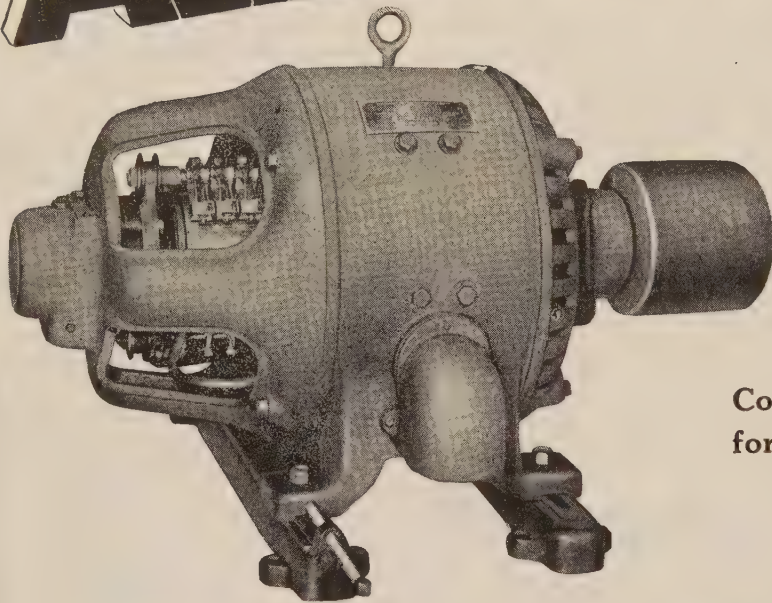
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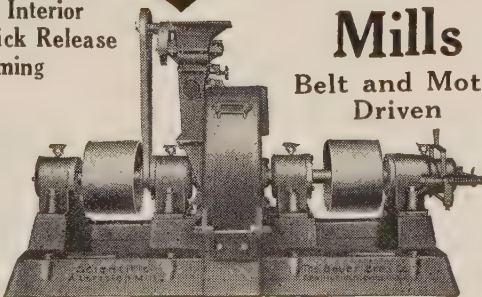
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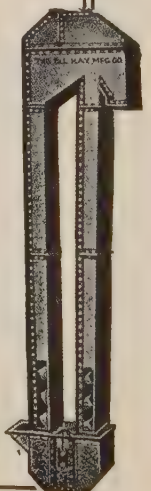
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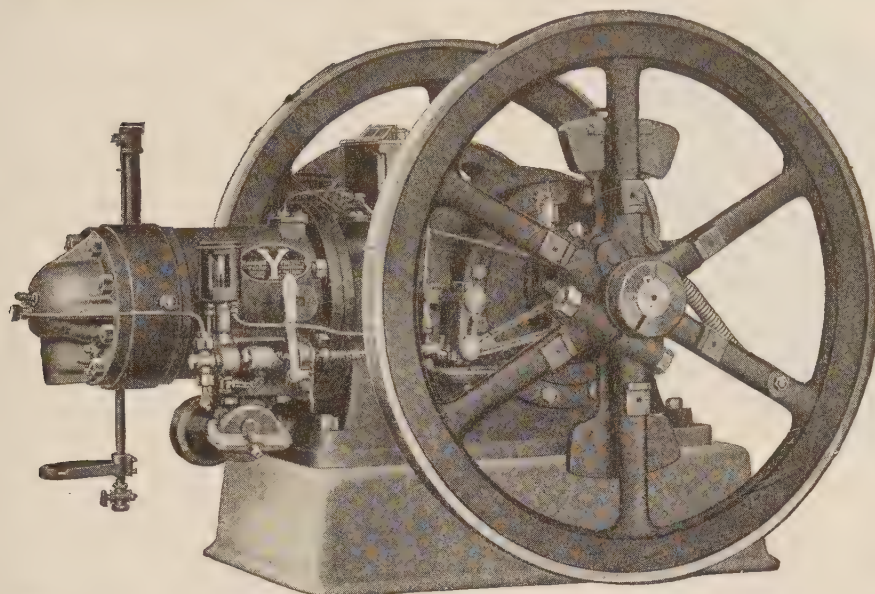
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These elevator owners say:

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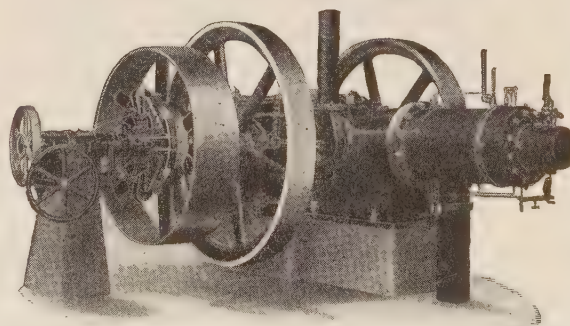
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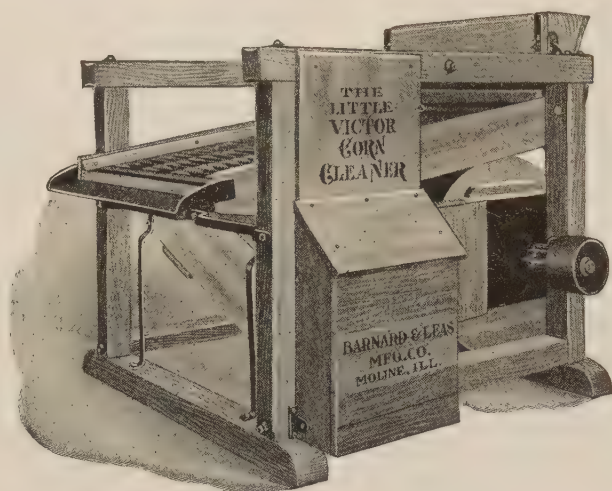


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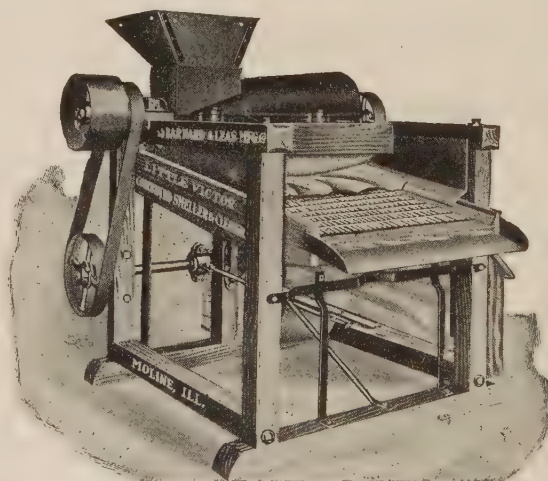
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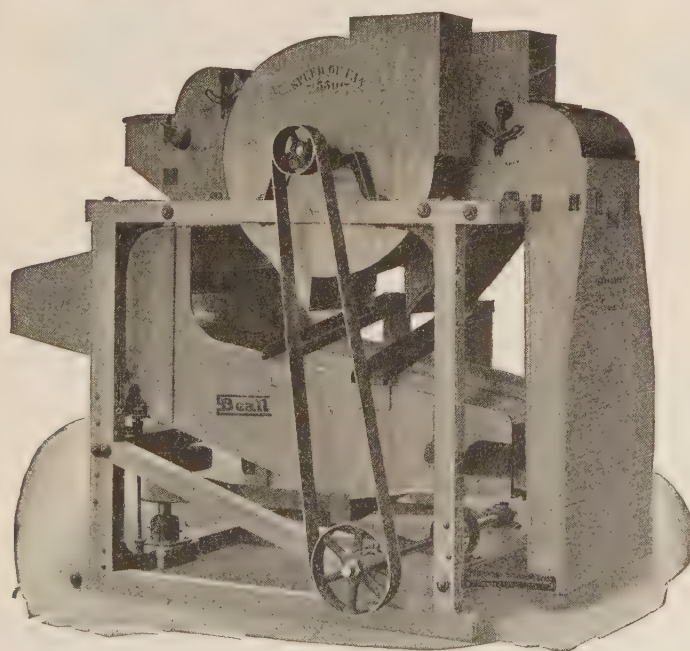
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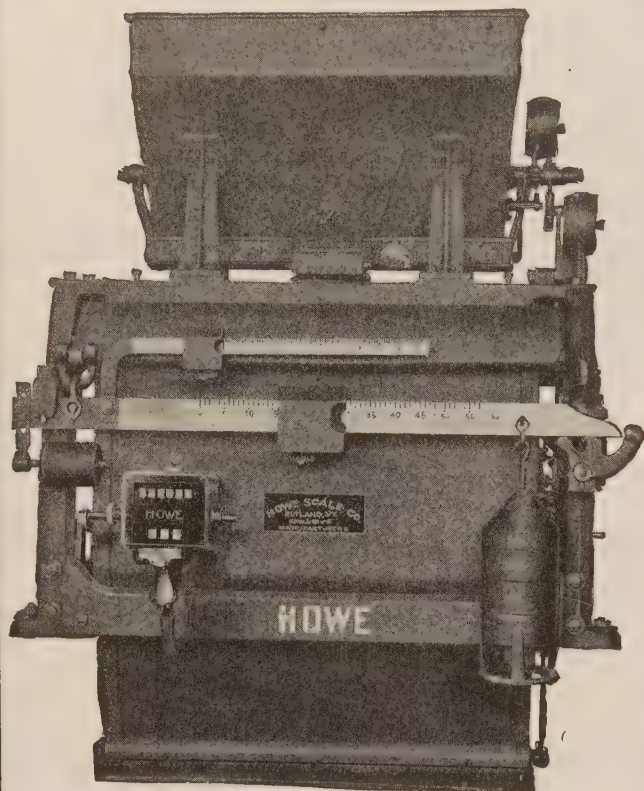
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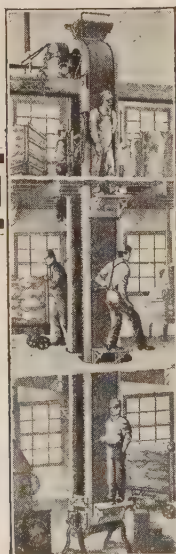
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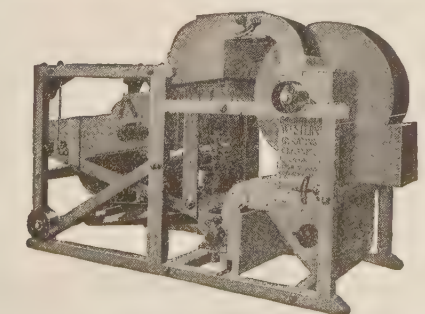
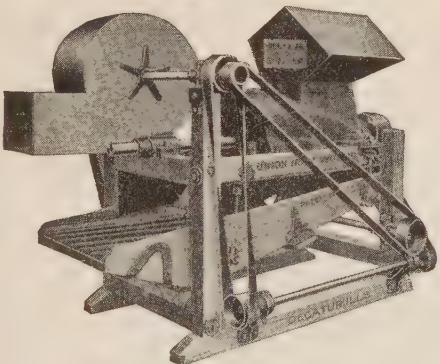
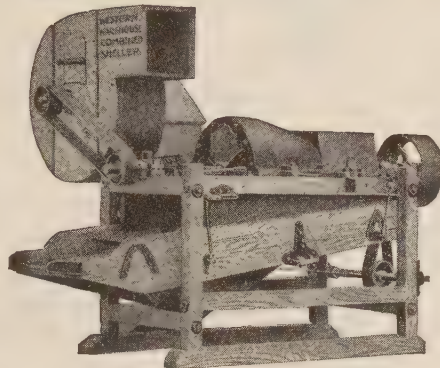
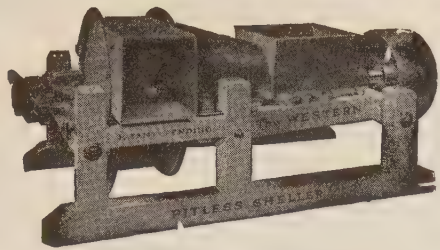
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We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.

The Sykes Company

930 West 19th Place

Chicago, Ill.



THE WORLD'S LARGEST ELEVATORS USE THIS BRUSH

For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways

Price \$16.00 per dozen, F. O. B. Minneapolis

Flour City Brush Company

422-424 South Fourth Street

MINNEAPOLIS

When You Think of Electrical Construction or Repairing—THINK OF

Pierson-Wilcox Elect. Co.

MINNEAPOLIS, MINN.

ESTABLISHED 1898

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.

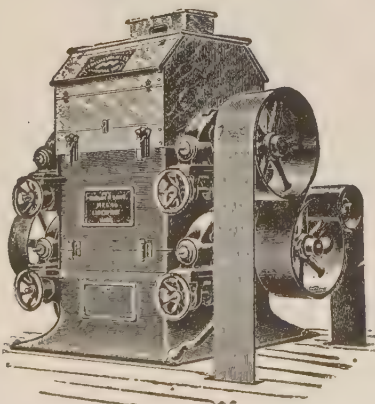
WICHITA, KANSAS

More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.

Enterprise, Kansas



The Automatic Dump Controller



A Good Business man gives his helpers the best, most up-to-date useful articles he can purchase with which they may perform their duties, with the greatest ease and in the shortest time.

In this way his people become more efficient and more valuable to him.

It is just as necessary for you to give your Friend Dump the most up-to-date and useful equipment with which he may perform his work, in order to procure the desired results in your business.

The McMillin Automatic Dump Controller is to your Dump what the Adding machine is to any Business man's Bookkeeper.

Send for Circulars.

L. J. McMILLIN

525 Board of Trade Bldg.
INDIANAPOLIS, IND.

SPEAR Sample Envelopes

*Grain Samples Sent
the Spear Way Always
Reach Destination*

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

HEYWOOD MFG. CO.

420 N. 3rd St. Minneapolis, Minn.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

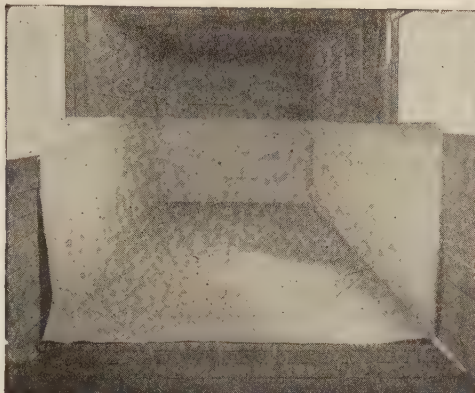


Illustration showing car equipped with Standard Liner

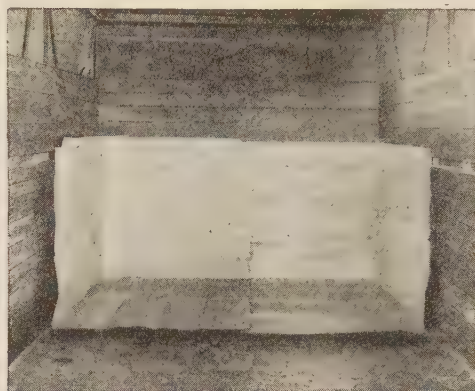


Illustration showing car equipped with End Liner

SAVE YOUR GRAIN

BAD ORDER CARS cause leakage of grain in transit and the loss of many hard earned dollars to shippers.

KENNEDY CAR LINERS make bad order cars as grain tight as a new car. They line the entire car; are easily installed, in fact shippers accustomed to their use can equip a car in from five to ten minutes. Think of time and worry saved, especially in the rush of harvest.

WE MAKE Kennedy Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

EVERY KENNEDY CAR LINER

is an insurance policy providing the greatest protection at least cost.

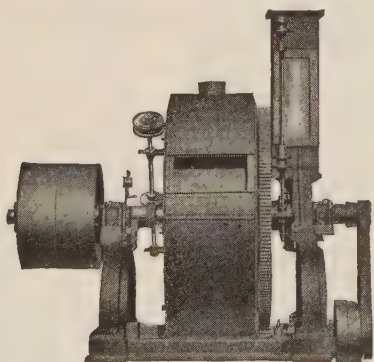
KENNEDY CAR LINERS afford the most advantageous, inexpensive and yet the most efficient method of preventing leakage of grain in transit.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money-saving merits of our proposition.

THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

Canadian Factory at Woodstock, Ont.



FOR PEARLING BARLEY PEPPER WHEAT

Use Triumph Pearlors if you want to produce pearled barley, or wheat or pepper. They will turn out a product that cannot be beaten.

Full information gladly furnished these interested.

THE C. O. BARTLETT & SNOW CO.
Main Office and Wcrks: Cleveland, Ohio

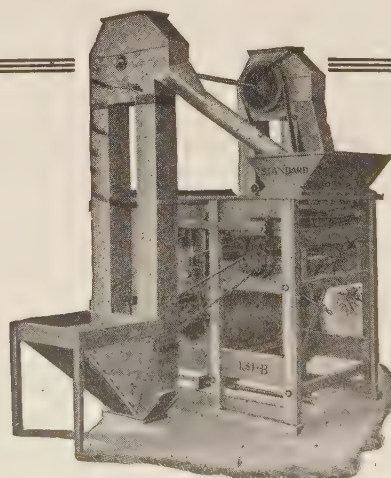
No. 1192

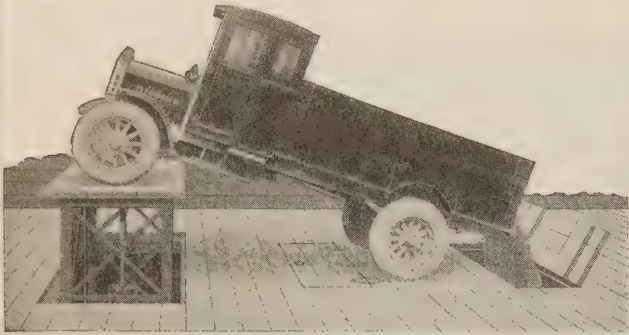
The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

STANDARD

you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

The International Mfg. Company
CRESTLINE, OHIO





KEWANEE LIFT ALL STEEL—BALL BEARING

We do not know of a single objection to lifts that has not been overcome in the KEWANEE LIFT. It is all steel—no wood to swell or rot. With the exception of the platform top there is no wood used in the construction of the KEWANEE LIFT. It is all of steel, cannot warp or buckle.

By combining the all-steel feature with ball-bearing operation the KEWANEE gives the utmost in satisfactory operation and long life. It is the only dump designed to operate in one unit with either trucks, wagons or sleds.

Regardless of what equipment you may use the KEWANEE is universally adaptable without change or addition. It will not get wobbly, operates smoothly under all loads and will support 50 tons. It has no chains, geared cables, pulleys or overhead framework. It is simple in its construction—easy to operate—quick. Raises and dumps in a few seconds, without locking front or rear wheels. Will not permit sliding while unloading. Accommodates any size or length truck, wagon or sled.

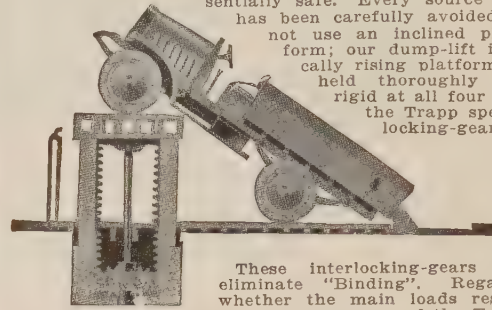
Simple and Durable

The illustration above shows the KEWANEE lift in operation. It operates with compressed air, the KEWANEE tank being in accordance with American Society of Mechanical Engineer's specifications. No complicated set of gears or sprockets to get out of order and throw your entire outfit out of working condition until repairs can be received. A single turn of the valve raises the lift any height desired. Opening the blowoff valve lowers the platform gently to its original level. No time lost—no doubt—no exertion—quick—positive—dependable. Write today for full description and details.

KEWANEE IMPLEMENT COMPANY
514 Commercial St. KEWANEE, ILLINOIS

If You Had A Trapp Dump

there would be no accidents whatever caused by your dumping auto-trucks. Trapp Dumps are essentially safe. Every source of danger has been carefully avoided. We do not use an inclined plane platform; our dump-lift is a vertically rising platform which is held thoroughly firm and rigid at all four corners by the Trapp special interlocking-gear system.



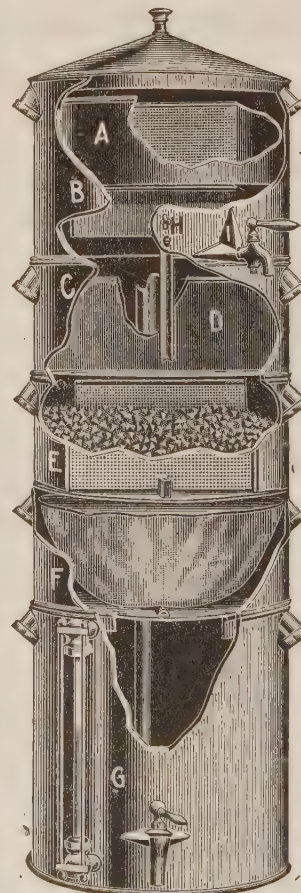
These interlocking-gears positively eliminate "Binding". Regardless of whether the main loads rest on one side, or one corner, of the Trapp Lift-platform, the platform is thoroughly protected against "Binding"; moreover, Trapp Dumps give the most thoroughly dependable dumping service, and stand up under the hardest work without showing any weakness—the Trapp Dump is the one absolutely reliable dumping equipment now offered for your use.

SEND FOR PRICES. testimonial letters from past buyers, and long list of installations we have made in LINE ELEVATORS.

Trapp-Gohr-Donovan Company

Factory and Offices, 1125-27-29 No. 22nd St.

OMAHA, NEBRASKA



WASTE!

Did you ever stop to figure how much oil you really waste?

Every place where machinery is in operation, quantities of oil run into the gutter, only a small percentage is actually used and worn out by machinery. The balance runs down to—where?

That's it! Does it run to waste and utter loss, or is it conserved and, together with the grit, dirt and waste, put into a Bryant Oil Filter, where in 24 hours it comes out brand new oil with its original color and free from any foreign matter?

This filtering of oil is why so many people are buying less than one-half of the original quantity of oil used.

Cut your oil bill in two a couple of times by buying a Bryant Automatic Oil Filter. Write for complete literature and prices.

THE DAY COMPANY
Minneapolis, Minn.



"Eureka"

MUSTARD SEED SEPARATOR

Conceded to be the most ingenious thing ever invented for removing mustard from screenings, grain and seeds.

**Automatic
No Moving Parts**

**Operates on the
Gravity Principle**

**Self-Acting
Requires No Power**

Sold at such a low price that it actually pays for itself in a few weeks.

READ THIS:

Gentlemen—I have O. K'd the bill for Mustard Seed Cleaner. It is surely a dandy little machine, and does the work to perfection. Wishing you success, I am yours truly,

STAR & CRESCENT MILLING CO.

W. W. SOPHER, Supt.

We'll test your samples and show you something interesting

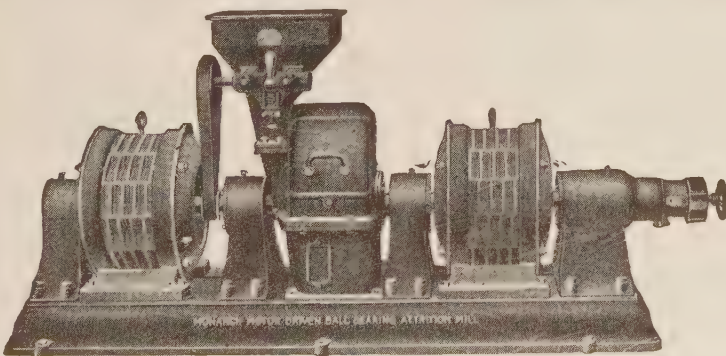


S. HOWES COMPANY, Inc. Silver Creek, N. Y.

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This
Journal**

When you write to any of our Advertisers; you'll get a prompt reply.

Randolph Grain Driers
DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.



There's Economy In Every Detail

Economy in feed grinding, as in any other business, means increased profit, and you are assured of the maximum amount of profit if you take advantage of the economical features of the

MONARCH BALL BEARING ATTRITION MILL

SAVES TIME—Requires no tramping.
SAVES LABOR—No worn down bearings.
SAVES LUBRICANT—Uses grease instead of oil.
SAVES EXPENSE—Maintenance cost is small.

SAVES TROUBLE—Product always uniform.
SAVES DELAY—Rapid grinding; large capacity.
SAVES REPAIRS—Durably constructed.

SPROUT, WALDRON & COMPANY

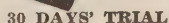
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Main Office and Works: **MUNCY, PA.**

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MINNEAPOLIS, MINN., 407 Fourth St., So.

CHICAGO, ILL. No. 9 So. Clinton St.



Dust is Dangerous to Health

There is no need to ruin your health or the health of your men by scooping grain in a dirty, dusty car. Our system is not only simple but effective.

You can load every car to full capacity with a Boss Air Blast Car Loader, without any scooping in the car. You can also clean the grain as you load if you desire. O. N. East, of Milmine, Ill., says it is superior to a regular grain cleaner.

We manufacture Stationary outfits for installation in elevators, also portable outfits with and without engines. Prices range from \$150.00 to \$1,185.00. They handle both EAR corn and loose grain. Write for Trial Offer and complete catalog. It will pay you.

MAROA MANUFACTURING CO., **Dept. G.,** **Maroa, Ill.**

WHAT IS A HIGH PRICE?

A Distributor that outlasts all other devices, that costs less to operate and maintain, and is more efficient, is not high priced.

Cost must always be figured against the work done, the time saved, the absence of repairs, and durability; but most of all in the value of the grain that is saved from being mixed with other grains of lower grades.



~~HALL SPECIAL~~

A PERFECT ELEVATOR LEG

Speeded, spaced and proportioned correctly. The greatest possible capacity, perfectly handled, without stopping, without choking, without backlegging.

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Hall Distributor Company, 222 Railway Exchange, Omaha, Nebr.

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the outer side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight, 4 lbs.

Grain Dealers Journal
305 So. La Salle St. Chicago, Ill.

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent

CLAIM LOSSES

10,000 SHIPPERS
Are now using them

Write for samples
and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg., Chicago, Ill.



HOTEL ROBIDOUX

St. Joseph, Mo.



HOTEL DYCKMAN

Minneapolis, Minn.

C. NEIPP

Here's a record from
The Northwest

The General Manager of a prominent Grain & Elevator Company in the Northwest wrote us recently:

"Otto engines have always given us much better satisfaction than any other engines we have used. Any time we can get an Otto for elevator work we are not going to consider anything else."

Otto owners all over the country have reported thousands of similar records—20 years is not at all unusual. Many of them add, "The engine seems good for twenty more years."

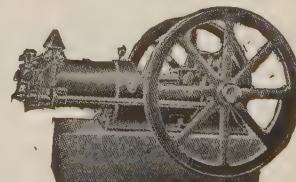
If you are interested in stationary engines—gas, gasoline, or kerosene—you need the Otto catalogue. Drop us a postal for your copy.

Models up to 50 H. P. in stock.

Otto Engine Manufacturing Co.

3219 Walnut Street, Philadelphia, Pa.

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Dust
Collection
is.
Profit Collection

When You Install a
NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

THE KNICKERBOCKER CO.
JACKSON, MICH.

KIMBALL ELEVATORS & MANLIFTS

Passenger or Freight
For Grain Elevators & Mills
Electric or Hand Power
Complete Line

KIMBALL BROS. CO.
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COUNCIL BLUFFS, IOWA

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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

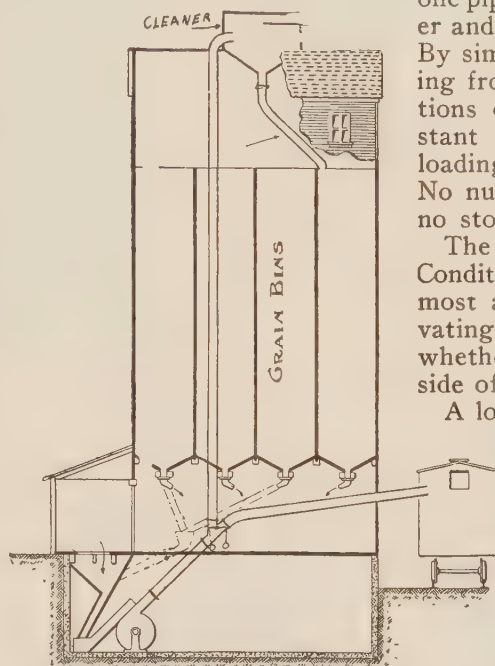
"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used 4 No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobburg, O.*

10 sizes: 2 to 25 H. P. Write for free catalogue.
N. P. BOWSHER CO., SOUTH BEND, IND.



Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.



The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the

bucket system, spouted or dumped direct into the hopper of the machine.

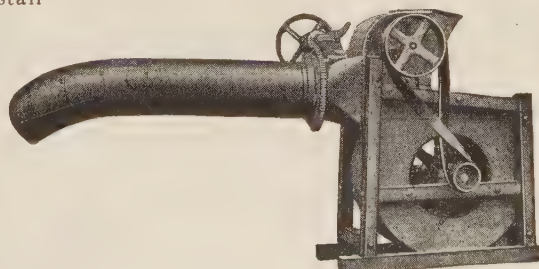
For further information, write for catalog to the

Bernert Mfg. Co.
NORTH MILWAUKEE, WIS.

CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grain possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The
Combined
Grain
Cleaner
and
Pneumatic
Car
Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars

MATTOON GRAIN CONVEYOR CO., MATTON, ILLINOIS

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

GRAIN ELEVATOR BUILDERS

YOUNGLOVE CONSTRUCTION CO. CONTRACTING ENGINEERS

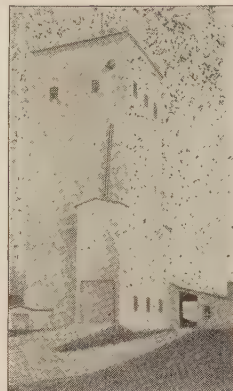
Wood and Concrete—Coal and Grain
ELEVATORS

Jobbers of all Elevator Supplies—Skillful Remodeling

It may be good and not be a YOUNGLOVE ELEVATOR, but it can't be a YOUNGLOVE ELEVATOR and not be GOOD.

LICENSED ENGINEERS

Sioux City, Ia.



THE illustration shown is of an elevator designed and built by us. May we build one for you?

Write and tell us when to call and go over the proposition with you.

Corn Belt Engineering & Construction Co.

BLOOMINGTON ILLINOIS

Your Individual Needs are respected when your elevator is designed and built by

W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.

Write for Details of Our System



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Contractors and Builders
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Concrete or Wood

THE SPENCER CONSTRUCTION CO.

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OF

Modern Grain Elevators
Grain Storage Tanks
Mill Buildings
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FEDERAL ENGINEERING CO.

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TOPEKA, KANSAS

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Plans and Estimates Submitted
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R. M. VANNESS CONSTRUCTION CO.

Engineers and Builders of

MODERN WOOD and FIREPROOF ELEVATORS

We furnish plans and estimates
Room 3 Grain Exchange

Write us about your requirements
OMAHA, NEB.

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CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses

Especially Designed for Economy
of Operation and Maintenance
704 Terminal Bldg. LINCOLN, NEB.

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206 Woodland Ave. Bloomington, Ill.

CONTRACTOR and BUILDER of GRAIN
ELEVATORS—Wood or Concrete

Special Attention given to Repair Work

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ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
760-762 Gushard Building
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For Grain Elevator and Silo
Construction

Manufactured and Sold by

NELSON MACHINE CO.

WAUKEGAN, ILL.

Patented

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Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg.

Let us show you

433 Railway Exchange Bldg., OMAHA, NEB.

"EXCEPTIONAL SERVICE"

Jones - Hettelsater Const. Co.

Designers and Builders of

GRAIN ELEVATORS and FLOUR MILLS

706 Mutual Bldg., Kansas City, Mo.

If you want regular country shippers to become familiar with your firm name, place your "ad" here.

CHECK your reductions of pounds to bushels by using

**Clark's
Carload
Grain
Tables**

New edition revised and enlarged.

GRAIN DEALERS
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Chicago, Illinois

GRAIN ELEVATOR BUILDERS

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Southwestern Engineering Company

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Modern Mills and
Elevators

Flour Mill and Elevator Machinery
SPRINGFIELD, MO.

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309 E. 4th Ave., HUTCHINSON, KANSAS

Contractors, Designers and Builders of
Concrete or Wood Elevators
JOBBER IN MILL AND ELEVATOR SUPPLIES

Concrete Grain Elevators

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The Monolith Builders, Inc.
Independence, Missouri

GEO. A. SAATHOFF

DESIGNER & BUILDER
OF GRAIN ELEVATORS

MAYER HOTEL

PEORIA, ILL.



R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

GRAIN and COAL ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.

BUYERS AND SELLERS

of Grain Elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.



Design--Construction--Equipment of
GRAIN HANDLING PLANTS

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

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Grain Elevators Driers Coal Chutes
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Concrete Elevators
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San Francisco Chicago New York
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THE RYAN CONSTRUCTION CO.

SCHUYLER, NEBRASKA

We build Modern Fireproof Grain Elevators,
Mill Buildings and Storage Bins
SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements



Another Reliance Success

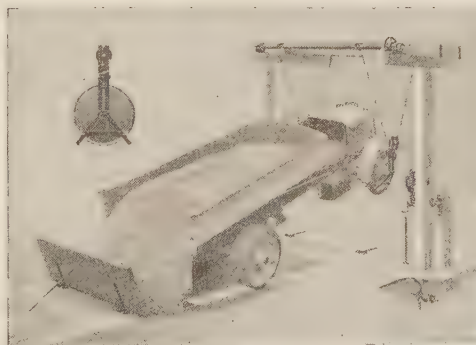
Elevators of our design and construction
are the best endorsement of our work. We
study your particular problems and build
the elevator best adapted to your needs.
Write us for further particulars.

Reliance Construction Co.

Board of Trade

Indianapolis, Ind.

McMILLIN TRUCK DUMPS WAGONS OR TRUCKS



Wheel clamp fits wagon or truck
wheel.
No extra weight lifted when
dumping.
No part of dump can bind.
Dumps any length of truck or
wagon in one opening.
Wheel clamps easily attached and
detached.
All parts of the dump out of the
road when not in use.
Small amount of power required.
Crank for operating by hand fur-
nished.
The installing does not interfere
with the receiving of grain.
Raised and lowered by friction.
Completely under the operator's
control.
Can hoist to any angle.

The distance dump doors are apart makes no difference.
Expense of installation reasonable.
No delicate parts to get out of shape.
All parts in plain view to the operator.

Only One Mechanism Required for Dumping at Any Number of Dump
Doors. Clean—Neat—Not Clumsy or Bulky—Substantial—Safe
REASONABLE IN PRICE—EASILY INSTALLED

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L. J. McMILLIN

525 Board of Trade Bldg.

INDIANAPOLIS, INDIANA

Designer and Builder of Grain Elevators

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,
Limited.
The Saskatchewan Co-operative Elevator
Co., Limited.
The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.



Monarch Built Elevators

assure you eco-
nomical design,
first class work,
efficient opera-
tion.

SATISFACTION

Let us Submit Designs
and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., **BUFFALO, N. Y.**



Pennsylvania Railroad Co.'s Terminal
Elevator at Erie, Pa. 1,250,000 storage
capacity, with marine leg, 25,000 bu. re-
ceiving capacity. All concrete, modern
construction, with latest improvements.

Designed and built under the
direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern
Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000
bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

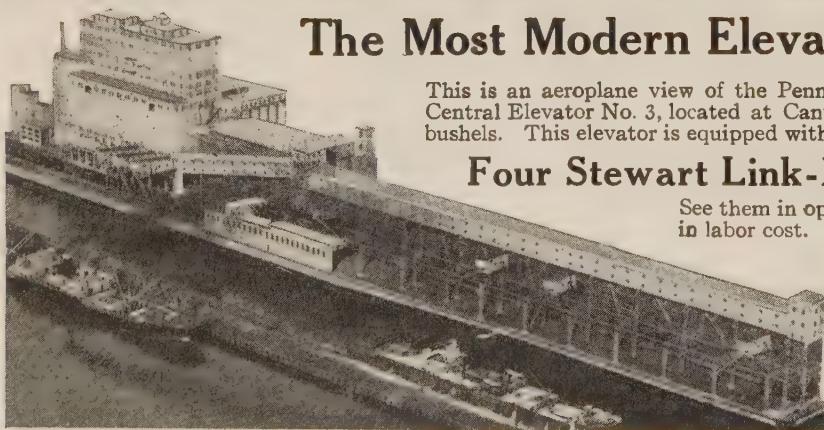
See them in operation and be convinced of their great saving
in labor cost.

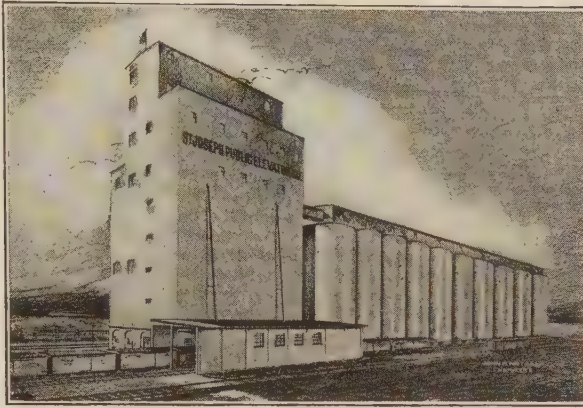
James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"We have built for many of your friends, Eventually we will
build for you. Why not now?"





St. Joseph Public Elevator

St. Joseph, Mo.

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Grain Elevator Engineers

108 South La Salle St.
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ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
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EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

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BOGGESS CONSTRUCTION CO.
204 Empress Bldg. Phone F. 282 DECATUR, ILL.

Builders of
GRAIN ELEVATORS and COAL POCKETS
of the BETTER CLASS
Special study given to each plant—Each
plant fills the individual needs

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Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

Brandon Construction Company

The Southeast's Foremost ELEVATOR BUILDERS
MARIANNA

FLORIDA

If you have a good thing

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest
and best way—but it must be
the right kind of advertising.

If you have spent your good
money without satisfactory re-
sults, it's a case of wrong arti-
cle or wrong advertising.

The easiest, most direct,
most popular and most effective
way to the grain dealer is The
Grain Dealers Journal route.

Try it.

If you wish to build your elevator
right, my eighteen years
experience is at your command.

C. E. BIRD & CO.

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Successor to
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Designing Engineers
Reinforced Concrete Elevators. Large or Small
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The STAR ENGINEERING COMPANY BUILDERS OF GOOD ELEVATORS

WICHITA, KANSAS

Write, phone or call us when you are in need of
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ENGINEERS — CONTRACTORS
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GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
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WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.



Special Four-in-One Scale



Grain Grading Equipment

New Prices Effective July 15



Dockage Sieves

No grain dealer, for the small cost, can afford to be without our Special "Four-in-One" scale. It is used by thousands of grain shippers everywhere. Unless you determine the dockage (seed, dirt, etc.) you are apt to be paying too much for the grain. With this scale and a set of dockage sieves it only takes about five minutes for the test and may save you many dollars.

Special "Four-In-One" Scale No. 14

This Special "Four-in-One" scale, designed and manufactured by us, satisfies a long-felt want in the grain trade for a small, complete office scale for weighing samples for moisture test, determining test weights per bushel, dockages, weights for mailing samples, etc. It is the most complete, compact, accurate and adaptable scale made satisfying these many needs.

The "Four-in-One" is equipped with a specially designed brass scoop for convenient pouring of grain in flasks for moisture test, or envelopes for mailing. Strongly made, no springs or steel bearings to rust or become inaccurate. Large readable figures on black beams. It will do the work of four ordinary scales at the small price of one. The new price is only \$20.00.

Dockage Sieves for Wheat, Corn and Oats No. 10 Government Specifications

Made throughout of No. 20 gauge aluminum, 13 inches in diameter, telescoping. Only two pieces of metal are used in constructing each sieve, thereby making the sides seamless. These sieves are strong, light weight and absolutely rust-proof. Set consists of 4 sieves and bottom pan. Price for complete set \$8.00.

Official Brown-Duvel Moisture Testures

Grain Tryers, Weight per Bushel Testers and complete grain grading equipment. Catalog on request.



QUALITY is sure to please you. Our guarantee is money back or goods may be returned if not satisfactory.

SEED TRADE REPORTING BUREAU

1018 S. WABASH AVENUE

CHICAGO

OLSON GRAVITY TRUCK AND WAGON DUMP

Get our Price and Circulars

HUTCHINSON

KANSAS

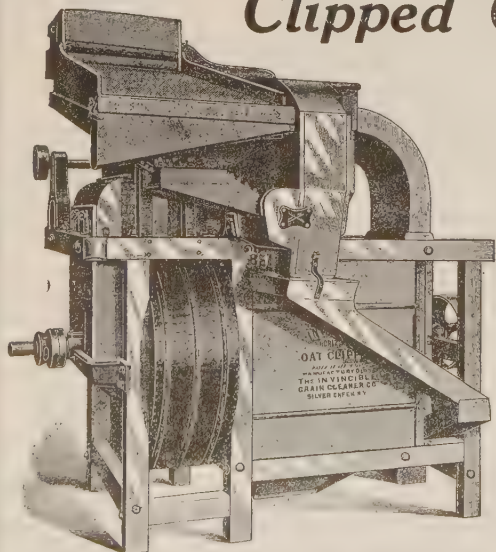
For Accurate Moisture Tests
use our Grain Dealers' Air
Tight Cans for forwarding
your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.

A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.

Clipped Oats----Scoured Wheat

Either operation on the same machine

The Invincible Combined Scourer, Clipper and Cleaner



Raise the grade of your wheat and oats

When equipped with a Carry-by Spout any grain can be cooled and preserved without being run through the cylinder.

Write for our interesting price and full particulars

INVINCIBLE GRAIN CLEANER COMPANY Silver Creek, N. Y.

REPRESENTATIVES

J. N. Adler, 538 Postal Tel Bldg., Chicago, Ill.
Berger & Carter Co., San Francisco, Calif.
Bert Eesley, Box 363 Fremont Ohio
C. J. Hogle, 30 So. Arlington St., Indianapolis, Ind.

F. J. Murphy, 214 Postal Bldg., Kansas City, Mo.
H. C. Purvine, 111 East 5th St., Bristol, Tenn.
Strong-Scott Mfg. Co., Minneapolis Minn.
C. Wilkinson, 6027 Chestnut St., Philadelphia, Pa.

We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The

Grain Dealers Journal

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion.

ELEVATORS FOR SALE.

SOUTHERN INDIANA—15,000-bushel cribbed elevator on private ground in County Seat town for sale. Good grain, flour and feed business. Address A. H. Richner, Crawfordsville, Ind.

MINNESOTA elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn. 46A13.

ILLINOIS elevator, located on I. C. R. R. Good condition, excellent location, large territory. Full particulars and description upon inquiry. Address 47P14, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Small flour mill and grain elevators with warehouses, etc., for conducting retail and wholesale flour and feed business in good Illinois town, well located. Address 47N1, Grain Dealers Journal, Chicago, Ill.

INDIANA—For Sale or Trade. Will sell cheap or rent for year with privilege of purchase my elevator, capacity 15,000 bushels, 10,000 bushels corn. My health has failed and must get out of the business. R. A. McCoy, Greensburg, Indiana.

CENTRAL MISSOURI modern 15,000 bushel elevator, with coal and feed houses, in perfect condition. Good business and no farmer agitation. Will sell for less than it can be built for. Also will sell new residence, modern in every way. Address 46M34, Grain Dealers Journal, Chicago, Ill.

TWO TWENTY thousand bushel capacity elevators, located in North Central Oklahoma. On A. T. & S. F. R. R., at adjoining stations; can be operated from one station. Best crop in years; also handle Coal, Flour, Feed, Seeds and Salt. Wonderful opportunity for right parties. Address Norcenok, Box 9, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS elevator for sale. Located on the Illinois Central Railroad, direct shot to Southern markets. Equipped with electric power, three dumps, and all up to date. Capacity 30,000 bushels. Town 650 inhabitants. Elevator handles 200 M. to 250 M. bus. annually. Coal business included. Part of money can remain in property. Price reasonable. Address 47N5, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

NORTHEASTERN OKLAHOMA elevator for sale. Good crops. Address 46M8, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Elevator in best wheat belt in Kansas. 15,000-bushel house. Crops in fine condition. \$3,000 quick sale. Address 46J28, Grain Dealers Journal, Chicago, Illinois.

NEBRASKA good 6000-bushel elevator on St. Joseph & Grand Island R. R. for sale. Only elevator in town. Price \$2500.00. Possession July 1st. Address R. E. Butler, Norton, Kan.

WISCONSIN elevator; grain, hay, coal and wood business; for sale or trade, on account of ill health; well established; together with business property. Write J. Stellmacher, Beaver Dam, Wis.

FOR SALE—Illinois elevator, 10,000 bu.; lumber yards, coal sheds, house and lots. All practically new. On main line Illinois Central. The only place in this town. Reason for selling is poor health. \$27,000 will handle stock and buildings. Address Herman Hainke, Eleroy, Illinois.

ILLINOIS 20,000 bushel capacity elevator, located on the C. B. & Q. R. R. for sale. Good coal and feed business in connection with new feed house and coal storage. Elevator is in fine condition and is equipped with electric power, two dumps, two scales, and has an exceptionally fine location. Only elevator in town. Priced right. Address 46H26, Grain Dealers Journal, Chicago, Illinois.

MONTANA—Two good cribbed elevators each handling 100,000 bushels of wheat annually besides doing a good coal, retail feed and seed business. Elevators located in the Yellowstone Valley with both irrigated and dry land to draw from; never have had a failure of crops in this territory. Good reasons for selling. If interested write Box No. 1104, Billings, Montana.

BARGAIN IF TAKEN AT ONCE:—Someone's always looking for an elevator at a good grain point and read these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATORS FOR SALE.

IOWA—THREE elevators in north central Iowa for sale. All doing good business and in excellent territory. Price right. Write quick. Address 46M4, Grain Dealers Journal, Chicago.

INDIANA—75,000-bushel elevator for sale. Four-fifths acre ground. Good seven-room house. In good grain territory. Chas. Tegar-den, Receiver, Raub Grain Co., Raub, Indiana.

SOUTH CENTRAL OKLAHOMA elevator for sale. 10,000 bushels. Thriving county seat town; valuable site. First class equipment grain and coal. Address 47N7, Grain Dealers Journal, Chicago, Ill.

OHIO—15,000 bushel Elevator in western part of state for sale. Located in fine grain section and doing a good business in grain, seed, coal, flour and feed. On private grounds. Residence property included. Address 46F8, Grain Dealers Journal, Chicago, Illinois.

CENTRAL OHIO elevator for sale. Located in best corn, wheat and oats section of the state. Complete sideline coal, hay, feed and seeds in connection. Will sell at present day values. Do not answer unless you mean business. Address 47N13, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale; capacity 30,000 bu., handling 200,000 annually; equipped with a Richardson Auto. scale, 2 dumps, electric power. Office with 5 ton Howe scale, one inclosed lumber shed 40'x80', coal shed. Also 8-room house, with some fruit. Good reasons for selling. Address 47N12, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA 25,000 bushel elevator in a sure crop country section for sale. In German settlement of well-to-do farmers. Crop prospects fine. In past years have handled 165,000 bushels annually. Have a good five bin coal shed and flour room in connection. Possession given at once. For particulars write 46M37, Grain Dealers Journal, Chicago, Illinois.

OHIO'S BEST AND CLEANEST ELEVATOR. One of the best grain points in the state. Will sell at less than cost of replacement today. 25,000 bushel capacity, steam power. One other elevator in town. Will handle around 150,000 bushels annually. Good side line business. Good, modern town, 3000 population. For further particulars write Box 459, Hicksville, Ohio.



For Sale or Lease

Our buying, cleaning and Storage Plant and Elevator at Tuttle, Okla., in Grady County, located in one of the best Oat, Wheat and Corn sections of the State. Consisting of Main house with a storage capacity of 75 cars; Richardson Automatic Scale; Clipper Cleaner; Wagon-dump; 3 Bins (capacity 3000 bushel); Corn-crib, capacity 8000 bushel; Corn-house with separate bins for making Seed corn (capacity 5 cars); Office building with Wagon scale. Located on Frisco right of way, trackage to spot 4 cars at one time; all in first class condition. Possession can be had immediately. For terms write

BARTELDES SEED COMPANY
OKLAHOMA CITY, OKLAHOMA

ELEVATORS FOR SALE.

WESTERN IOWA—Two elevators at adjoining stations handling grain, coal and feed. One man can handle both with helper. Both modern equipment, and big grain stations. Address 46M7, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA elevator and implement business on main line of railroad for sale. Doing a good business; electric power. Must sell to dissolve partnership. Address 46L16, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED

WANT TO BUY for cash, elevator in Ohio or Indiana. Prefer Farmers Equity that wants to quit the grain business. Give all information possible in first letter. No dead ones need apply. Address 403 W. Fayette St., Celina, Ohio.

ELEVATOR WANTED in Western Ohio or Eastern Indiana. State what you have and what you handle in first letter. Only a good proposition will be considered. Address Omer Snyder, 1215 Glenmore Drive, Springfield, Ohio.

WANTED TO RENT with option to buy at the end of the year. An experienced grain man will rent a good elevator in Central or Western Kansas or Oklahoma for one year with option to buy at the end of the year. Must be in good mechanical condition and handling not less than seventy-five thousand bushels of grain each year. Address 46M28, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR & FEED MILL WANTED. Want to hear from parties having an elevator and feed mill, or small flour mill with elevator and feed mill for sale or trade. I have 175-acre farm, best location in east Texas. Will trade for as above mentioned. Cash price on this farm is \$135.00 per acre. Can carry 9 or 10 thousand on this place, 18 or 20 years. Farm will net owner \$8000.00 this year. Address Box 236, Mineola, Texas.

FARM LANDS FOR EXCHANGE.

WANTED TO EXCHANGE highly-improved 330-acre Eastern Iowa farm, well located, for an elevator or two. Address 46L12, Grain Dealers Journal, Chicago, Illinois.

FARM FOR SALE—Grain elevator accepted as part payment. 120-acre farm, almost all under cultivation, on rock road, adjoining city limits of county seat; modern 7-room stucco house, wired for electricity; city water in pasture, barnlot and house; hardwood floors thru-out house. Elevator must be in central Illinois, modern and in good repair. Address 47P1, Grain Dealers Journal, Chicago.

ELEVATOR & MILL FOR SALE.

DAYTON, OHIO, 30,000 bushels capacity. Doing a fine business in poultry, horse and dairy feeds.

JOE KRAMER,
The Factory Specialist. Dayton S. & T. Bldg.,
Dayton, Ohio.

ELEVATOR BROKERS.

JOHN A. RICE **ELMER N. SMITH**
Elevator Brokers, Frankfort, Indiana.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th St., Chippewa Falls, Wisconsin.

MICHIGAN ELEVATORS—Several located in bean and potato belt, ranging from \$4500.00 to \$30,000.00. Michigan elevators are good propositions. A. L. Chamberlain, Elevator Broker, Port Huron, Mich.

CLAYBAUGH-McCOMAS
Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an
elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try and satisfy you.

JAMES M. MAGUIRE.
432 Postal Tel. Bldg., Chicago, Ill.

BUSINESS OPPORTUNITIES.

OHIO BROKER to bid country stations in Ohio for account of Buffalo house on brokerage basis. Address 47N21, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—An experienced grain buyer. Address Farmers Grain & Shipping Co., Antelope, Montana.

CAPABLE AND EXPERIENCED grain man wanted for Line elevator in Wisconsin handling grain and merchandise (flour, feed, etc.). Must be a hustler and able to get business. Address 46M41, Grain Dealers Journal, Chicago.

MACHINERY SALESMEN WANTED—By large flour mill machinery manufacturer. Only those having sales ability and experience need apply. State age, experience and salary expected. Address 47P9, Grain Dealers Journal, Chicago, Ill.

MANAGER or capable assistant wanted, for 150 bbl. water power flour mill, with elevator combined, small Kansas town; must be experienced and willing; young or middle aged preferred. Address Oketo Milling & Elevator Co. Oketo, Kansas.

WANTED—Good live, experienced man to take a working interest in well established, rapidly growing seed business. Plant equipped with best new and modern cleaning machinery. Located in the heart of the clover seed producing section of Minnesota. At present handling all seeds, grain, potatoes and machinery. Investment absolutely secured. For details address 47P7, Grain Dealers Journal, Chicago, Ill.

SACRIFICED

FOR QUICK SALE

FEED MILL and DRYING PLANT

in the heart of the richest agricultural district in Northern Illinois. On the main line of the Chicago & Great Western Railroad with full switch track facilities. This modern, fully equipped plant must be sold on account of death of owner. Here are some features which make it a rare bargain.

6 ft. x 24 ft. Rotary drier for all kinds of wet grains and mixtures. 6x20—150 h. p. steam boiler; Marsh feed pump. Bates Corliss engine, 100 h. p. with heavy duty frame. American Tension Rope drive.

"Fuch" grinding machinery. Style 16 and 30, capacity 50 to 60 bags per hr. Kenyon crusher. Bucket type elevators, 300 ft. 8 in. conveyor. Storage capacity 250 tons. Sifting machine. Fairbanks steel frame scales. Formulas and stock on hand. Marvel chicken feed and Marvel dairy feed.

This plant is a money maker with splendid patronage. Buildings and equipment in excellent condition. Write at once or call if interested in this exceptional bargain.

Net cash price \$28,000.00.

J. G. JUDD

St. Charles, Illinois

Since 1983
28 Years
Manufacturers
of Scales



COLUMBIA MOTOR TRUCK SCALES

Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market. COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

Telephone Albany 4
2437-43 N. Crawford Avenue

COLUMBIA SCALE COMPANY

F. Beuckman & Son, Props.

CHICAGO, ILLINOIS

Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.

SITUATIONS WANTED.

BY MARRIED man with good references—as manager of a line house or Farmers elevator. Prefer South Dakota, Iowa, Nebraska. Address P. F. Murray, Ravinia, So. Dak.

WANTED—Position as manager for Farmers Elevator. Experienced. Will go to any state. Country elevator preferred. Address 47P5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager for grain elevator, feed warehouse. Can handle coal yard. 31 years of age, 5 years' experience in this business. Best references. Address 47P6, Grain Dealers Journal, Chicago, Ill.

MANAGER—25 years' experience, desires position in Indiana with good company at live station. Can produce results. References furnished. Open for change Sept. 1st. Address 47P2, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of a Farmers Elevator, by single man, 28 years of age, with 5 years' experience as manager and bookkeeper. Can furnish references. Address 47P3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—In Minneapolis Terminal Elevators, by young man with six years' experience as manager of elevator for line company. Best of references. Address 47P11, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of chain of elevators; 10 years' experience; very best of references; married, age 32; also very familiar with organization and clerical end. Address 47N17, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator or lease on joint account. 5 years' experience. Kansas or Colorado preferred. References furnished. Address 47P22, Grain Dealers Journal, Chicago, Ill.

E. M. Sprecher, Peoria, Ill.

GRAIN BOOKKEEPER - ACCOUNTANT, thoroughly experienced in all departments of the business, and capable of taking entire charge of office, is available for position in any terminal market. First-class references in Minneapolis grain trade and elsewhere. Address P. O. Box 434, Minneapolis, Minn.

MAN WITH TWENTY years' experience in the grain business wants position with good firm. Have managed Line and Farmers' elevators; familiar with side lines. Capable of handling branch office, or road position; traveled one season. Now employed—good reasons for desiring change. Address 46L31, Grain Dealers Journal, Chicago, Illinois.

OIL AND GAS ENGINES.

FOR SALE—1 25-h.p. type Y Fairbanks Morse Engine. Nearly new. C. C. Shira, Sidney, Ind.

IF OUR ad is still running please cancel, as we now have enough applications here to hire men for a dozen elevators and still take our pick.—G. W. S.

FOR SALE—40 h.p. Muncie Oil Engine, guaranteed running condition; airstarter and pump, Minster clutch, oil tank, all excellent condition. Invite inspection. Address Milford Grain & Mfg. Co., Milford, Ind.

MACHINES FOR SALE.

FOR SALE—Morse Chain Drives, Motors, Belting, Hoists, Rope. Address Morse Engineering Co., St. Louis-Kansas City.

FOR SALE—Several No. 8 Boss Car Loaders good as new—complete ready to install. Address A. H. Richner, Crawfordsville, Indiana.

FOR SALE—One Boss Car Loader complete, \$50.00; one Barnard & Leas Size 1 Corn Cleaner, in good condition, \$75.00. Address 47N18, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22-in. Robinson single runner attrition mill in good condition—run very little—belt drive. O. C. Bowers & Co., Oklahoma City, Oklahoma.

FOR SALE: One Monitor No. 5 oats clipper, 600 R.P.M., practically new—guaranteed to be in first-class condition. Priced to sell. Address Burk Elevator Co., Decatur, Indiana.

FOR SALE—For \$5,000. 25 bbl. Midget Marvel Mill, good building fully equipped, in good town, well settled district, central Montana, now doing capacity business. Address Box 13, Great Falls, Montana.

FOR SALE AT A BARGAIN.

1 Barnard & Leas 9 x 30 double roll.
2 Allis-Chalmers 9 x 30 double rolls.
Also complete corn milling equipment, Watkins system, for degerminated product. Immediate Shipment.
MEAD, JOHNSON & COMPANY,
Evansville, Ind.

FOR SALE AT A BARGAIN.

One 125 h.p. Murrey-Corliss Engine.
Atlas Boiler for same.
One 75 h.p. Deisel Engine.
Set up and ready to run. Can be seen at any time. For price and particulars write Gerlach-Higgins Mfg. Co., Shattuck, Okla.

FOR SALE.

1 Invincible No. 5 double dustless receiving separator. Practically new—perfect condition. Price, \$300.00.
1 Invincible No. 6 special corn scouring and separating machine, 150 bu. capacity. Used very little. Price, \$175.00.
Also large list of milling equipment for immediate shipment.

MEAD JOHNSON & COMPANY
Evansville, Ind.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

ENGINES WANTED.

WANTED—Used Otto or Fairbanks-Morse engines. State condition and price. Address 47N23, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

NEW 5 TON Fairbanks Morse Pitless Wagon Scale for sale. Never been uncrated. \$135.00 for quick sale. For further particulars write Lindley C. Binford Grain Co., Haviland, Kans.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

STEAM ENGINES, BOILERS.

FOR SALE—Our new Buckeye 150-h.p. compound steam, stationary engine. Used only 60 days. Complete all but boiler. Suitable for saw mill or small flour mill. In first-class shape. Will sell 1/2 price of a new one of this size, if buyer will remove same from our building. Write R. W. Hurt, Mulvane, Kans.

MACHINE WANTED.

WANTED—AT ONCE: Eureka Batch Mixer, 1500-2000 lbs. cap. State condition and price. Atchison Poultry Supply Co., Atchison, Kans.

WANTED: Second hand boot, head, belt, pulleys, and cups in good condition; 7x14 or 7x16 cups for elevating ear corn 25 feet up. Pruitt-Caldwell Grain Co., Alex, Okla.

ENGINES FOR SALE.

FOR SALE: Our new 50-h.p. stationary steam engine. In first-class shape—complete all but boiler. Ready to run. Used only short time. Mulvane Co-op Union, Mulvane, Kans.

DYNAMOS—MOTORS.

FOR SALE—One G. E. 55 h.p. compound D. C. motor, 845 r.p.m., voltage 220. Renders splendid service and good for many years yet. Address 47P15, Grain Dealers Journal, Chicago, Ill.

BAGS—BAGGING—BURLAP.

FOR SALE—2500 second-hand cotton grain bags, 16 oz., 25c each f. o. b. St. Louis, large or small lots. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

CAREY-IZED SALT—A BETTER SALT FOR EVERY PURPOSE



Let us quote you on a car assorted to meet your requirements.

OMAHA NEB.
No. 4. Grain Exchange

THE CAREY SALT CO.

HUTCHINSON, KANS.
No. 4. Carey Bldg.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SEEDS FOR SALE—WANTED

MILLET SEED in car lots for sale. Early Fortune, Hog, Common (golden) and Siberian. Reimer Smith Grain Company, Holyoke, Colo.

ADDRESS WANTED.

ADDRESS of Edward R. Benson, formerly of Minneapolis Minnesota, wanted. Address 46G18, Grain Dealers Journal, Chicago, Illinois.

ANSWERS—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

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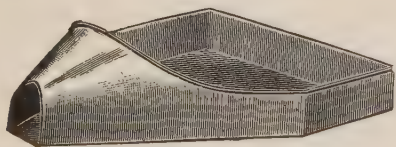
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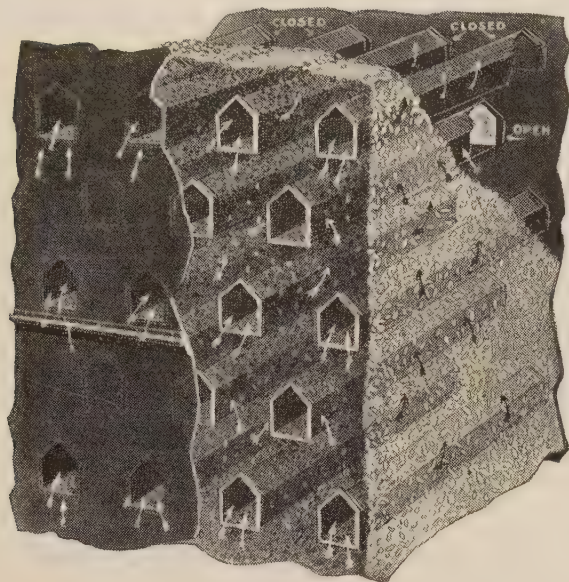
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MINNEAPOLIS CHICAGO

I HAVE FOUND the Grain Dealers Journal very useful in many ways.—E. E. Brown, formerly of Brown & Frost, Lowell, Mich.

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GRAIN DRIER

Understand the Principle of this Drier and You'll Admit It's the Nearest Ap- proach to Natural Drying that Has Ever Been Attained

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Obviously, any system that does not permit constant agitation of the grain, cannot allow the warm air to reach every side of every berry.

Note the illustration above. Note that there is no straight perpendicular course downward through the construction of the Morris Drier. Every kernel must go on one side or the other of the warm air ducts and **this constant varying of the course turns every berry over and over and exposes all sides to the warm air.**

Note also the course of the warm air. It flows into ducts which are **closed** on the outside end. This forces the air **through the grain** and into the receiving ducts which are **open** on the outside end.

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305 So. LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JULY 25, 1921

FEED PRICES are looking up. Better get that grain cleaner into working order.

WHEN HEDGING OATS do not overlook the fact that certain markets are charging a very low commission on oats futures. Markets willing to perform a service at a reasonable charge should be encouraged.

READ carefully the Capper-Tincher bill published in this number. Get a large sheet of asbestos and write your representatives in Congress just what you think of this latest proposal to regulate business.

EXPORTS of American cereals eventually must be paid for in goods imported, and any scheme of foreign trade financing that does not contemplate such settlement only postpones the day of reckoning.

MONEY should be easier than for years; but the great strength of the federal reserve bank situation is offset by the reluctance of many local bankers to repeat their last year's experience of loaning too much on depreciating commodities.

AN OVERLOAD of more than 1000 lbs. in excess of 110% of the marked capacity of a car may be transferred by the carrier. The charge of 1c per bushel for transferring, plus switching costs, may be assessed for the service under an order of the Interstate Commerce Com'n. Shippers will need to guard against the overloading of cars, it being practically certain that all carriers will take advantage of and enforce this order of the Com'n.

IN DENYING inquisitorial powers to the Grain Inquiry Commission the Winnipeg justice held that "grain dealers have an undoubted legal right to carry on their business without let or hindrance under the law." Let the Federal Trade Commission take note.

THE GOVERNMENT is said to be losing \$80,000,000 a year on parcel post, and a careful accounting is to be made to determine costs properly chargeable against that service. A correct division of costs would abolish the zone system of charging excessive postage on periodicals nationally circulated.

POOLING is just another name for communism. Co-operation, within certain limits, is wholesome and beneficial; but co-operation "as the anæsthetic administered to deaden our sense of alternates while the virus of socialism is injected into the veins of our nation" is only another method of saying bolshevism.

SUN SPOTS discovered by astronomers several months ago convinced eastern speculators that the heat would burn up our crops and leave nothing to market, so they bot wheat for July delivery. The wheat may be delivered in cars, but the buyers did not expect it. If you see any market fireworks this week lay it to the sun spots.

RYE is selling at fancy prices and shippers fortunate enough to have it on hand should get it on the market while these fancy premiums obtain. Before the war rye sold regularly at less than corn and seldom higher than wheat. Now it is selling at double the price of corn and even commanding a few cents per bushel more than wheat.

FREIGHT rate changes will bear watching closely as the southern lines seem disposed to fight to retain the business they have been getting. A difference of 3 cents a hundred just established by one road is much more than the grain dealer's net profit, making it profitable for him to divert his grain to the market paying the most, freights considered.

EMBARGOES against shipments of grain to certain markets are not at all unlikely if the movement of grain continues at its present rate. Shippers will need to exercise caution in making their commitments lest they suddenly find themselves unable to fill contracts because the carriers will not accept cars destined to the markets specified in the buyer's shipping instructions.

SANCTITY OF CONTRACTS is upheld by the Supreme Court of the United States in a decision reported in "Supreme Court Decisions" column, this number, in a ruling that even after the consignee has broken the seal of the car and unloaded part of the contents the carrier is responsible as a carrier for the part remaining in the car on a public delivery track. This decision, which must be gratifying to shippers, rests solely on the contract of shipment, the B/L, in which Sec. 5 provides "that property not removed within 48 hours after notice of arrival may be kept in car or depot" subject to carrier's responsibility as warehouseman only. From this the Supreme Court deduced that prior to the expiration of the 48 hours, the carrier had some responsibility, and it could only be the full liability as carrier.

COUNTRY BANKERS who are asked to loan the Farm Buro \$10,000 with the endorsement of ten good farmers, owe it to the ten farmers to study the agreement and to explain to the farmers that they will be expected to pay their several notes. It is really a loan to the individual farmers, as the Farm Buro could get nothing from the local banker, having no security to offer, and with no more prospect to success than any other venture into a new and untried field.

A MACHINE is never properly appreciated until it has demonstrated its ability to stand up and to function properly under the strain of a heavy load over a long period of time. Those who are familiar with the smoothness of operation and the efficiency of service of the grain exchanges during the heavy grain movement of the past few months and the war time restrictions are more firmly entrenched in their opinion that these organizations are vitally necessary in handling the grain of the world.

THE U. S. Grain Growers, Inc., will sell none of its stock in Indiana, because the State Securities Com'n created to pass on the Blue Sky corporations has denied the application of the U. S. G. G. Inc. to sell stock in the state. Evidently the commission is convinced the farmers would receive nothing for their money. Unfortunately for the grain growers of other states the promoters of this new venture are not required to file proof of the legitimacy of their scheme with anybody familiar with incorporation methods.

CARS are so scarce in the southwest shippers are puzzled to understand what has happened. A short time ago box cars were plentiful everywhere, now, the would-be grain shippers of Nebraska, Kansas, Oklahoma and Texas with full elevators are unable to make a shipment. Evidently the railroad officials were convinced that the U. S. G. G. balloon would tie up all the surplus grain so made no preparation to haul it to market. A reciprocal demurrage law would help to expedite the movement of this grain to market.

EXPANSION of its activities in sending market reports by wireless is announced by the Buro of Markets in one of its recent publications. It appears that arrangements have been made to use certain sending stations of the Post Office Department in addition to those already being employed and the reports are to be made available in a much wider territory. Associations of farmers and individual farmers are advised in the announcement to provide receiving sets to catch the reports as they pass their localities. Nobody objects to the farmer getting all the market information he can. He needs it and he is entitled to it, but the reports are already obtainable by him by telegraph, telephone and thru his daily papers. It is only a valueless duplication of effort for a governmental agency to send out the reports by wireless or in any other manner. Of course, it provides jobs for a few more persons who might otherwise be forced to go to work for a living. At most, farmers would be interested only when ready to sell, which would be once a year. But, why waste taxes in distributing worthless information.

GROUND LEASES and charges will henceforth be regulated by the Public Utilities Commission in Michigan when the railroad and its tenants are unable to agree upon satisfactory terms and rentals. The new state law noticed elsewhere in this number will protect the grain elevator operations of Michigan just as effectively as the Iowa law protects the grain dealers of that state from the greed of the right of way lessees. The grain dealers of other states should secure similar relief from their state legislatures.

FARMERS have a perfect right to hold all their grain and sell it when the price suits them, but it must be borne in mind that when they do hold grain for a rise, they are speculators and should be willing to accept a reduced as well as an advanced price. Holding grain is always accompanied by certain expenses and hazards of ownership as well as by the chance of obtaining a higher price and the grain dealer owes it to his patrons to tell them of the expense of storage and insurance; interest on money borrowed or invested in the grain as well as the interest which could be earned by lending the market value of the grain. New grain loses weight rapidly the first six months due to drying out. The greater the moisture content at harvest, the greater the shrinkage. It may heat, get out of condition or burn up. Producers who insist on speculating, should for their own benefit sell half and hold half, then after allowing for loss due to shrinkage of grain held compare the net returns from each lot. The average for five years should give definite information as to whether it is better to sell at harvest or hold.

THE LIABILITY of the owner of a building when a fire originating in it communicates to other buildings and damages or destroys them has not been clearly recognized in the past. It has been apparent to all students of the subject that there is liability in many cases and that its existence is definite if the owner of the building where the fire started has maintained or permitted a fire hazardous condition. Courts have concurred in holding this to be a rule of law. Liability for damage or injury caused by the collapse of a building stands in about the same position. Illinois has recently taken a step forward by adopting a law providing a penalty for permitting the existence of a condition especially liable to cause fire, injury or damage. The State Fire Marshal is charged with the duty of investigating premises within his jurisdiction and empowered to order corrections made where he finds them necessary. Many disastrous fires have started in fire traps maintained by a careless or negligent owner or occupant. In view of the immense property and economic fire loss each year it is time that every correctible hazard be recognized for what it is and removed. Nothing will do more to eliminate preventable fires than penalizing the one at fault. When the cost of fires started by exposure is assessed against the individuals responsible for their starting, fires will be greatly reduced in number. Many elevators in the spring wheat states have been burned first because they were built too close together and second because one of the elevator operators was careless. Avoid the exposure hazard where possible.

SPECULATORS carrying the load of the farmers' grain are in the position of the hired man hoeing the fields; but the farmer does not set the dog on the hired man to improve the quality of his work or his speed. That is what the farmer agitators are doing when they urge Congress to restrict the activity of the speculator. The retirement of large speculators on the eve of the marketing of the new crop under threat of the Capper-Tincher bills is costing the farmer dearly on his early marketings.

KEEP WATER off grain where not needed to extinguish fire is a lesson that seems never to be learned by city firemen. At Chicago last week the fire department did several thousand dollars worth of damage by throwing water into the bins of grain after the fire-fighting equipment at the elevator already had extinguished the blaze. A few years ago when the wooden cleaning machinery in a fire-proof elevator caught fire the same department threw a lot of water on the cupola floor that got into the grain bins and caused heavy damage.

FIRES in grain elevators reported in our July numbers amount to 59, or 17 more than any preceding month this year. Only 187 elevator fires were reported in the first six months this year and 342 during 1920. Evidently all the factors favorable to the starting of fires in grain elevators were actively at work during the last thirty days so it behooves all the grain elevator owners and operators to exercise greater vigilance than ever if the destruction of grain elevators and the cost of fire insurance is to be kept at a low figure.

LOCOMOTIVE Sparks will have to hustle if they expect to retain their lead as a destroyer of grain elevators. Fireful lightning has done some very effective work recently as shown by numerous reports published in our News columns. Iron roofs with iron siding, properly connected at the eaves and well grounded will protect the elevator from both of these destructive agents. And the insurance companies will make an allowance in the insurance rate for these improvements that will soon return their cost. No elevator owner can afford to take needless chances.

HOW EXORBITANT freight rates cut down the movement of crops and other commodities by compelling resort to markets and sources of supply nearer at hand is significantly indicated by the statistics of car loading of the American Railway Ass'n. Weekly loadings from connecting lines were 687,000 in 1918 at this time of the year, but at present are only 537,000 cars, while the decrease in the number of all cars loaded was only 25,000, from 800,000 to 775,000. In other words, short haul traffic nearly holds its own, while the long hauls have dropped off sharply.

AGITATORS for the U. S. Grain Growers, Inc., are understood to be using as one of their arguments to prove the farmer "needs" the service of the corporation that giving figures purporting to represent the percentage of farms under mortgage. In at least one instance, after giving the average for the United States as 41%, the agitator added that in North Dakota it is 79%! Having in mind North Dakota's experience with radical programs, and accepting the statement that 79% of its farms are mortgaged while only 41% of the farmers in the entire country have found it necessary to borrow money on the security of their land, is not that pretty good evidence of what might be expected to happen to other states if the U. S. G. G. program is put into operation?

ACCIDENTS reported in this number include the crushing of the foot of an Oklahoma elevator manager by a wagon, the denuding of an Indiana man by a conveyor shaft and the killing of a Vermont child by the collapsing of a platform heavily loaded with bagged grain. Care and caution would prevent many of these accidents.

Capper Bill Based on False Premises.

In introducing his final draft of the Capper-Tincher bill Senator Capper made the statement to the Senate that this bill "will not put any curb upon free and unlimited hedging by elevator companies, exporters, millers and other manufacturers of grain products." This statement is absolutely false, for the reason the bill limits the transactions of the professional speculators to an amount to be set by the Sec'y of Agriculture. The absurdity of the Senator's argument will be seen when it is considered that shippers, elevator companies and millers may wish to purchase an aggregate of 500,000,000 bus., but the sum total of all the wheat the speculators are permitted to sell short may be only 200,000,000. Where will the elevator companies, exporters, etc., find the other 300,000,000 bus. hedge? The Senator states that the bill leaves the hedging facilities unlimited, whereas the truth is they will be limited.

Again, the Senator asserts the great volume of speculation makes a fluctuating market, and that by cutting down the speculation the market will be more stable. Experienced speculators, and bankers who have knowledge of price movements of Wall street stocks, can testify that it is in those commodities and stocks in which there is a small volume of trade that there is the greatest instability, the widest fluctuations. Many years ago before speculation in futures diminished to its present low ebb a sale of 50,000 bus. of wheat in the pit would move the price only one-sixteenth of a cent. Now such an order moves the price $\frac{3}{4}$ cent.

This can be made clear to anyone who will follow an active future month to its closing days. Towards the end of the month the professional speculators whom the Senator pretends to hate so fervently have practically abandoned trading in that month and it becomes difficult to execute an order near the last previous quotation. Now the Senator would drive the speculators out of the other months as well, and it would be difficult to execute a hedging order at the current market price. It would be impossible to do so. The few speculators remaining in the pits automatically would protect themselves against the increased hazard by backing away to the extent of $\frac{1}{2}$ or $\frac{3}{4}$ cent, and the elevator operators, exporters, and millers for whose welfare the Senator is so solicitous would pay the bill. The Senator says "A market without wide and frequent price fluctuations would greatly benefit the producer." Just so; but the Senator does not guarantee his bill will have this effect. He left his brother Senators to infer that it would. An unwarranted inference.

This bill has been conceived by theorists ignorant of the economics of marketing. It is not worth the powder to blow it up. If by any mischance this perversion of governmental powers is enacted into law, and actually enforced, its evil effects upon the market for the farmers' grain will become so apparent that it will be repealed, as was similar legislation in Germany.

The Wheat Differential.

One of the objectionable heritages of the war is that of the differential or scale of discounts for wheat falling below the contract grade. Numerous complaints against this scale have been made, especially by grain dealers of the Southwest, where the differentials, known as the "government scale," have been used almost wholly by mills and exporters since made effective by the Grain Corporation. Strictly speaking, there never was a "government scale." It was not specified by an act of congress, and a better term would be "Grain Corporation scale," altho the Grain Corporation itself made no attempt to require that the differentials be used by members of the trade in their dealings with each other. The Corporation simply announced that it would pay certain basic prices for the various grades of wheat. Thus, No. 1 hard was taken by it at \$2.18, Kansas City; No. 2 hard at \$2.15, and No. 3 hard at \$2.12. For convenience the trade converted the several basic prices into a scale of differentials and this was used extensively in private dealings.

The scale which was worked out in this manner makes 3c per bushel difference between No. 1 and No. 2; 6c between No. 1 and No. 3, 10c between No. 1 and No. 4, and 14c between No. 1 and No. 5. These discounts are considerably in excess of the "regular export scale" used for years in the Southwest, under which the practice was in vogue of discounting at the rate of 1c for each pound of test weight below that of 59 lbs. required for No. 2. Thus, 56-lb. wheat was discounted 3c, while under the present grades and scale 56-lb. wheat cannot grade better than No. 3 and a discount of 6c under the No. 1 basic price is applied. Only wheat coming within the numerical grades is taken at the scale, both the old and the new system permitting sample wheat to be handled on its merits.

There can be no doubt that the present scale exacts a larger discount for much of the wheat than the one formerly used. Whether this is balanced by a corresponding increase in the basic price above that which would be obtainable under the "cent a pound scale" it is impossible to determine, but whatever may be the fact in this connection it remains that an unfavorable impression is created in the mind of the seller.

When prices were above \$2.00 per bushel these discounts were not exorbitant and little objection was heard, but with the price below \$1.00 shippers naturally feel that there should be a corresponding revision of the discounts.

Some exporters and mills are understood to have abandoned the scale to a certain extent, applying a discount of only 2c for No. 2, and this gives rise to the belief on the part of shippers and growers that other changes might well be made.

Concerted action to bring about such a change is planned by the Kansas Grain Dealers Ass'n. In a recent bulletin, Sec'y Smiley makes the following statement:

We are going to request every member of this organization when called by exporters' agents to sell grain to protest against these differentials in the strongest language your vocabulary commands.

We are endeavoring to arrange a meeting with the exporters in Kansas City and St. Louis at an early date to have them consider our proposition for a return of the old export scale in effect prior to the war. A number of prominent millers throughout the state have assured me that they favor discontinuing the present scale. In fact, many millers throughout this state as well as Missouri are buying No. 3 wheat on the 1c scale and expect to continue to do so. By referring to the Kansas City Price Current, you will note that Nos. 4 and 5 wheat is being sold on the floor of the exchange at even less than the old export scale of discounts.

If these lower grades are worth this money to the exporters on the floor of the exchange, why should they not be willing to accept the same discounts on purchases?

Another plan is said to contemplate appeals to the Kansas State Board of Agriculture and the Secretary of Agriculture to use their influence to have the "government scale" abandoned.

The state and national department of agriculture have nothing to do with this matter. Neither does congress. It is a subject of contract, pure and simple. If the shipper does not like the scale, it is his prerogative to refuse to sell under such terms. By persistent refusals he can force the adoption of one more satisfactory to him and fairer to the producers.

Railroad Leases.

When railroads were young, and when railroad men recognized the country elevator for what it is, namely, a depot for the economical reception, storage and handling of a commodity that furnished a considerable portion of their revenue freight tonnage, the carriers were glad to accord elevator operators every privilege asked. It is only in recent years, when a maze of foolish theories have been permitted to supplant practicalities, that these same carriers have begun the practice of asking unreasonable and unfair things of lessees of elevator sites.

Railroads should not charge rental for elevator sites. The business created by these bulk freight depots is return enough. But the use of a site must be safeguarded by a contract; and since every agreement must specify a consideration to make it binding, it was necessary to comply with this rule of law. A nominal consideration was mentioned, altho in many cases it was never actually paid. In fairness to all concerned the railroad should pay a loading fee to the operator of the bulk grain depot.

Job holders in railroad offices began a search for work to keep them occupied so their jobs might be protected. They discovered elevator leases. They applied themselves to the task of theorizing about elevator leases. Minds cursed with legal talent were called into consultation and things began to move. The thing gained momentum as it progressed until those, who had opened the subject could not recognize the child of their efforts. A railroad lease, far from becoming a simple contract designed to make clear the relations of two parties to a simple transaction, became a monstrosity that could not be clearly understood—altho there was plenty of evidence that it carefully protected the railroad and shifted liability for almost every conceivable contingency to the shoulders of the elevator owner.

Elevator owners in the Northwest are not signing these unfair leases, and none will sign until reasonable contracts are presented. Grain dealers in other sections owe it to themselves and their business to take the same stand as their northwestern brothers, refusing to sign contracts that take away every right. There need be no fear that the tracks will be removed. The courts will not permit it and the carriers will not attempt it, knowing they cannot maintain their position if it is contested. They will get all the signatures they can by threatening and bulldozing on the theory that half a loaf is better than no bread, but the dealer who sits tight and demands a fair, just and reasonable lease will get it when the agents of the railroad understand that he is determined and that he will not sign a document assuming responsibility that may at any moment result in business disaster.

Bountiful Supply of Bad Order Cars.

Bad order box cars are rapidly increasing in number so it behooves all grain shippers to exercise extra vigilance in inspecting cars offered them and to cooper carefully lest all their shipments attain dishonorable mention in our "Leaking in Transit" column. On July 1 the American Railway Ass'n admitted that 16.4% of the freight cars were in bad order, but this is not convincing evidence that the other 83.6% were in good order.

Cars which would prove satisfactory for baled hay will not always deliver a load of wheat at destination and many shippers of small grain know from sad experiences that the percentage of bad order box cars is much larger than the railroads ever admit.

The number of bad order cars is always large and generally much larger than is disclosed by the reports of the American Railway Ass'n, but even the number admitted is large enough to give the careless grain shipper spasms of caution. The number on July 1 was reported at 354,611, an increase of 13,611 in 30 days. However, the number was so large on July 1st that some of the railroads, notably the C., B. & Q. R. R., became conscience stricken, and started large repair gangs to work, hence the number of bad order cars may be reduced. There will always be enough bad order cars to go around, so grain shippers who have had none recently need not to worry about being slighted, they will get their full share before the season is over. *Look out!*

Inviting Bureaucratic Control.

Some well-intentioned and highly respectable members of the grain exchanges and of the grain dealers ass'ns are giving aid and encouragement to the agitators in Congress who would restrict or abolish some practice of which these well intentioned and estimable gentlemen disapprove.

In thus inviting the government to interfere with one branch of business they forget that the same instrument is certain to be used against themselves. If regulation is good for the coal industry, it is good for the lumber trade and for the grain business, and coming closer home, if it is good to prohibit private wires it is good to force exchanges to admit commission-rebating organizations to membership.

Indeed, we find these different purposes coupled in the same measure, the Capper-Tincher bill. If the politicians, the Farm Bureau and the U. S. Grain Growers, Inc., can succeed in persuading merchants to cut their own throats the advocates of new and untried methods will be able to feed for a while on the carrion.

The grain trade is almost a unit in demanding that the regulation of private wires should not be undertaken by the government, but should be left to the grain exchanges to regulate.

But the point here made is not that private wires are or are not a detriment to the morals of the community. The point is that misrepresentation is being used to bolster up legislation that has no real merit, that would substitute a bureaucrat for the judge and jury.

In some way it should be borne in on the minds of the majority of senators at Washington who are unprejudiced that they, the senators, are being made the victims of misinformation supplied to them by an un-American clique of socialistic agitators who would break down all our established institutions and set up a soviet bureaucracy in their stead.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Pay for Labor Coopering Cars.

Grain Dealers Journal: I have been coopering cars here for six months. The railroad company's agent said he would pay me for the work. The only pay I have been getting is my day's wages from the manager of the elevator company that I am working for. The railroad company has never paid me anything. How can I get pay from the railroad company?—A. Jordan, second man.

Ans.: The man coopering cars can not expect pay from two employers for the same work. If the railroad agent pointed out to the elevator manager a pile of grain door lumber and the manager directed an employee of his to take the boards and cooper a car the promises of the railroad agent to pay for the labor were for the benefit of the elevator company, and the payments, if any, were to be made to the elevator company, which in turn would settle with its employee. The employee should look to the elevator company for payment for all time put in. If the cars coopered were switched to other elevators or set out at other stations, the railroad company is responsible for the entire expense; whether to the employee or to the elevator company depending upon the agreement.

Consignments or Sales to Arrive?

Grain Dealers Journal: In shipping grain from country stations, is it better to forward it to terminal markets on consignment to be sold by a commission merchant for the account of the shipper or to sell it on track?—A. Y. Dealer.

Ans.: It is impossible to prescribe any hard and fast rule in answer to the question asked. Certain markets handle grain largely on a consignment basis, while others specialize in to arrive sales. The selection of the market will, therefore, have some bearing on the method of sale chosen and conditions of supply and demand which affect price fluctuations will always be a prime consideration.

If we could but know that the market will advance for a given period, then consignments would be more profitable, while if our information proves that recessions will come shortly it would be folly to do anything but sell to arrive. The experienced country grain shipper is constantly studying market trends and the factors which influence supply and demand and enter into the determination of values and he has each day a well defined idea that prices will advance or recede. He is said, then, to be bullish or bearish and his decision to consign or sell to arrive is based upon his opinion as to the course of the market. The actual quotations do not always prove his opinion correct because conditions are changing daily and hourly, but the point is that he makes his decision after a study of conditions.

The commission merchant handling grain on consignment is a specialist working in the interest of his shippers. Some organizations will handle consignments or make bids to arrive, but in such cases the two classes of business are usually handled by different departments and individuals. The rule holds, therefore, that the consignment man is a specialist. He works solely for the shipper. His pay is determined in advance by the commission rule of the exchange and his plain duty is to handle the shipment in a manner satisfactory to the shipper and to get a price for it that will bring other consignments from the same shipper and his friends. The to arrive bidder expects to buy at the price he offers and to make a profit by selling at a higher figure; in a sense he is working only for himself. Competition forces him to keep his price at the highest point the market will justify and, in general, his profit depends on an advance in values or in his ability to locate a buyer willing to pay him a little more than his cost in order to get the particular commodity offered.

A consignment is placed on the tables of the exchange, there to compete with other shipments of the same kind of grain for the buyers' favor. The commission merchant is the shippers' representative. It may be that an individual shipment, because of some good quality inherent in the grain, or for the value of its billing or some other reason will command

a price higher than the average of similar shipments. The experienced commission merchant is alert to take advantage of such conditions and the shipper gets the benefit.

The shipment of grain on consignment offers the possibility of catching a favorable upturn in the market, it gains the expert attention of the commission man, and it permits the grain to sell strictly on its merits. Sales to arrive avoid the loss incident to subsequent falling markets, and enable the shipper immediately to determine his profit or loss when cars are loaded and billed.

Recovery for Error of Telegraf Co.?

Grain Dealers Journal: Last September we wired our commission house to buy 5,000 bus. December wheat at the opening the following morning. The message was addressed to the Skewis Grain Co., but the Western Union delivered to the Lewis Grain Co. As we were not their customer they turned the message back and it was later delivered to the proper address.

In the meantime the market advanced one cent at which price our agents bought, immediately after receiving the message, representing a loss of \$50 to us thru the telegraf company's error.

We put in a claim and they tender us a check for 87 cents, being the cost of sending the message. We are under the impression that there have been published in the Journal court decisions holding the stipulations on the back of the telegraf blanks void.—A. H. Thomas.

Ans.: The decisions published in the Journal holding the fine print void were rendered before the Interstate Commerce Commission was given jurisdiction, and no longer serve as precedents. For several years the telegraf companies have been able to evade liability beyond the cost of sending an unrepeatable message, on account of the failure of the Commission to act; but the Commission, in a decision published in full in the Journal for May 25, pages 862 and 863, prescribes an increased liability effective July 13, 1921.

Application of Shipments?

Grain Dealers Journal:—Dealer A sells to B 50,000 bus. of wheat for shipment within a certain period. Before shipment is completed a second contract is made under which A sells to B 75 cars of wheat, for shipment within a period that extends somewhat beyond the date of expiration of the first contract. Still later, other trades are made between the two dealers, but these do not affect the question at issue.

A makes shipments from various stations, and applications on the first 50,000-bu. contract are made by two offices. About 60,000 bus., or an excess of 10,000 bus., are invoiced on this contract, but it is B's understanding that the over shipment is intentional and as he has a place for the wheat and is bullish he accepts the shipments, expecting to make settlement at the price specified in the contract on which A has invoiced the shipments.

A invoices 68 cars on the 75-car contract and then begins making applications on the later contracts which have been referred to incidentally. These later contracts are eventually filled but the 75-car contract stands with only 68 cars invoiced against it.

After a time, A writes B requesting that his application of 7 identical cars which he originally applied on the first 50,000-bu. contract be changed and these cars place on the 75-car contract to complete it. This would have the effect of removing the surplus from the over filled contract, and of filling that which was left uncompleted. B refused to make this change, demanding that A ship 7 more cars on the 75-car contract. A replies that he will ship no more wheat for this contract, having already furnished the full quantity required by his contracts.

It is to be understood that the contracts specified different prices per bushel for the wheat. At the time A invoiced the surplus on the 50,000-bu. contract this action worked to his advantage, altho it may not have been done intentionally, but afterward a turn in the

market made it more to his profit to use the surplus on the 75-car contract.

Effort has been made to explain clearly that all of the grain contracted for was shipped and received, so that no question of this kind is involved, the only argument being over the application of the shipments.

How should the shipments be applied? Has A the right to change his applications after they have once been made in accordance with his invoices? Can B refuse to recognize the request for this change and demand that accounting be on the basis of the price of the 50,000-bu. contract? If B can do this, is he entitled to recover for the undershipment on the 75-car contract at the difference between the contract price and the market price the day he learned shipment would not be made?—A. F. B.

An Unfair Side Track Agreement?

Grain Dealers Journal: With the exception of a small portion of a coal shed, our elevator and other buildings are located on private property, adjoining the railroad right of way and our plant is served by a side track or spur extending from the passing track of the Big 4 railroad. This track has been in use for a number of years.

We have been presented with a "Private Side Track Agreement" for signature. Three printed and typewritten pages are included, altho several paragraphs and clauses contained in the document as it was printed have been eliminated, while others have been altered. There is also a blue print made by the railroad and purporting to show the exact location of all buildings and other objects affecting the track.

We quote below the two portions of the agreement which are most objectionable to us.

As to maintenance cost, it reads:

"The portion of said track beyond the clear-
ance point shall be maintained
by the Railroad and the Industry shall, upon
presentation of bill therefor, pay to the Rail-
road such prorata portion of the maintenance
cost thereof as the number of cars handled for
loading and unloading upon said track by or
for the Industry bear to the total number of
cars handled for loading and unloading upon
said track, and for the purpose of apportion-
ing the maintenance cost, it is agreed that the
Industry shall pay fifty-five (55%) per cent
of such maintenance, which cost shall include
the expense of superintendence, supervision
and use of tools, handling and storing of mat-
erial, workmen's compensation and liability
insurance, and accounting"

On responsibility for loss and damage, it reads:

"It is understood that the movement of
the Railroad's locomotives over said track
involves some risk of fire, and as between
the parties, the Industry assumes all respon-
sibility for loss or damage arising from fire
caused by locomotives on said track, or by
locomotives on any connecting track in con-
nection with operations for the Industry; ex-
cept to the premises of the Railroad and to
rolling stock belonging to the Railroad or to
others."

We are unwilling to enter into this agree-
ment because it appears to us to be one-sided.
By it, we would bind ourselves to do almost
everything under the sun and to assume prac-
tically all responsibility for loss or damage
of property or injury to persons. We feel
that the track is of as much value and con-
venience to the railroad as to us, and that
the Railroad should assume some of the re-
sponsibility.

Can the railroad legally compel us to sign
on penalty of having the track removed?—
Shippers.

Ans.: It is our opinion that no court would
permit the railroad to take up the track be-
cause of the refusal of the elevator owner to
sign an agreement like this one. It is not a
fair agreement, neither is it sufficiently ex-
plicit within itself to make it readily under-
standable. It would appear that the railroad
is attempting to becloud the issue so that the
agreement cannot be understood.

The clause as to the cost of maintenance
provides in one place that the cost of main-
tenance shall be borne prorata according to
the number of cars handled, and it follows
this immediately by providing that the indus-

try shall pay 55% of the maintenance cost. This might be construed to mean 55% as a minimum, but it is too ambiguous.

It is unfair in the extreme for the railroad to attempt to evade responsibility for fires that its locomotives cause even when buildings happen to be on a private side track. We advise against signing this contract or any other whose terms are so unreasonable.

Liability of Carrier for Failure to Give Notice of Rejection?

Grain Dealers Journal: To what extent is the railroad company liable for failure to notify shipper of the refusal of car at destination, also for failure to notify consignee of a change in transit in the number, also for failure to notify consignee of the transfer of the shipment from the original car to the ex-car? That is, if the carrier would be responsible for loss to us on account of the refusal by consignee claiming delay in transit.—Pittman & Harrison Co., Sherman, Tex.

Ans.: The carrier is liable for all damages directly traceable to its delay or failure to give notice to shipper of consignee's refusal to accept the shipment. After the carrier has given notice it is still liable for the safety of the goods, as a warehouseman.

The Court of Civil Appeals of Texas, in 208 S. W. 989, T. & F. S. Ry. Co. v. Twin City Products Co., held "Where a connecting carrier negligently delayed to notify a shipper of refusal to accept an interstate shipment, and it spoiled in the meantime, the initial carrier is liable."

If failure to notify of transfer or change in car number resulted in damage thru rejection or otherwise, the carrier is liable.

The shipper's claim for failure to give notice of refusal is valid, irrespective of the reason assigned by the consignee for his refusal to take the goods. To make the carrier liable for delay in giving notice it is not necessary that there should have been delay in the movement of the car. Damages for delay in transit rest on a different basis, being the difference in the value at the time the shipment did arrive and the time it should have arrived at destination.

Scale Testing in the Southwest.

As the result of recent conferences between representatives of carriers in the Southwest and com'tes of the Kansas Grain Dealers Ass'n and the Grain Dealers Ass'n of Oklahoma this scale service will be continued by the Union Pacific, Rock Island, Missouri Pacific, Katy and Frisco. These lines will also make necessary adjustments and repairs where this can be done without serious interruption of the itinerary of testing crews.

The Union Pacific will also extend the service into Nebraska and Eastern Colorado.

The following scale of charges will apply:

Hopper Scales: Scales 3,000 to 48,000 lbs. capacity, inc., \$10.00; scales above 48,000 to 96,000 cap., inc., \$15.00; scales above 96,000 to 120,000 cap., inc., \$20.00, using 8% of the capacity of weights.

50% of this amount to be charged for each additional scale tested which is located in the same elevator, the full charge to apply to the scale of largest capacity tested in each elevator.

Wagon Scales: Using 25% of capacity of weights, \$6.00.

Auto Truck Scales: Using 25% of capacity to a maximum of 10,000 lbs., \$8.50; dormant (self-contained platform) scales, 25% of the capacity will be used for testing, \$5.00.

Automatic Scales: 25% of capacity will be used for testing, \$5.00.

Portable Scales: 25% of the capacity will be used for testing, \$3.00.

If any repairs or adjustments are made an additional charge of \$2.00 per hour will be assessed plus cost of material unless furnished by owner.

OF THE GRAIN to be exported from the United States after the present harvest approximately 20% will go to foreign countries which maintain centralized purchasing agencies, according to a July 1 report of the Dept. of Commerce.

IN MEXICO the delay of the rainy season has caused the longest and most severe drought in 30 years and has been a great detriment to crop and cattle raising this year. The drought of last year, together with the delay in the starting of the rainy season this year, will result in heavy losses in corn, cotton, wheat, chick-peas, and beans.—Consul C. Ferris, Jr.

Court Again Sustains Arbitration.

On the appeal by the Paddock-Hodge Co. in its injunction suit against the Grain Dealers' National Ass'n, the Circuit Court of Lucas County, Ohio, on July 12, 1921, affirmed the decision of the common pleas court against Paddock-Hodge Co., which now must arbitrate with the Park & Pollard Co. or appeal to the Supreme Court.

The Circuit Court said: The courts will interfere to see that arbitration committees comply with the rules and regulations of the organization. The case under review, however, in no way involves the proceedings of the com'te nor the merits of the controversy between the plaintiff and the Park & Pollard Co. Indeed the record affords no information whatever concerning the character of that controversy. The only question involved here is whether the defendant may determine the character of its membership by exercising disciplinary power upon failure of a member to comply with the rules of the organization. We think it has such power. Board of Trade v. Nelson, 162 Ill., 431, 53 A. S. R., 312. One of the evident purposes of the organization is to prevent litigation and to afford a prompt, inexpensive and equitable adjustment of business differences among the members and it may well say:

"We do not care to have as a member of the organization any person or corporation that does not entertain the same views with reference to the adjustment of business differences."

It is not necessary for us to decide whether an award by its com'te is enforceable in court. A member of the organization may decline to submit his controversies to the arbitration committee and insist upon litigating the same in the civil courts, but if so, the organization may proceed to terminate his membership in the Ass'n.

The plaintiff says that its submission of its differences with the Park & Pollard Co. to the committee, was the result of coercion. This coercion it appears consisted only in the fact that of the very extensive business conducted by the plaintiff some 80 or 85 per cent of the same was with members of the Ass'n and that its failure to comply with the rules would result in expulsion, which would be published to the members of the Ass'n.

No doubt the plaintiff debated the wisdom of proceeding under the rules of the organization or of insisting upon litigation in the courts. After having the matter under consideration for some time, it was determined to abide by the rules of the organization and the contract for arbitration was signed. Not only was it signed, but the president of the company acknowledged his execution of the same to be his voluntary act. Whatever the plaintiff's right might otherwise have been, it is clear that the signing of the contract for arbitration and the submission of the controversy to the arbitration com'te would bind him under the rules of the organization either to abide the terms of the award or to prosecute an appeal as provided by the rules.

We find no grounds for the interference of a court of equity and the petition of the plaintiff will be dismissed.

The Paddock-Hodge Co. is said to have taken another appeal, to the Supreme Court, which will have the effect of staying action, but eventually the right of an Ass'n to expel members for refusal to arbitrate will be sustained.

Oregon Dealers Organize.

Grain dealers, millers and warehousemen of the Willamette Valley met July 13 at Salem, Ore., and discussed grades, discounts and sacks.

A com'te was chosen to draft a constitution and a second meeting will be called to perfect a permanent organization, at Albany, Ore.

C. B. Buchanan of Hillsboro, Ore., was chosen pres.; P. W. Geiser of Salem, vice-pres., and William Harder of Portland, sec'y.

IN GERMANY the complete decontrol of the grain trade will not become effective before 1922.

AN ASS'N which will embrace in its membership all of the former vice presidents of the U. S. Grain Corporation and Julius H. Barnes, former pres. was formed at a meeting held in New York on June 15. Julius H. Barnes has the honor of being the first pres. and W. E. Moore is sec'y. As a remembrance of their services together Mr. Barnes has presented each member a watch charm engraved with the individual's name.

Coming Conventions.

Aug. 18, 19. New York State Hay & Grain Dealers' Ass'n at Syracuse, N. Y.

Aug. 23, 24. National Hay Ass'n at Chicago, Ill.

Aug. 26. The Michigan Hay & Grain Ass'n at Detroit, Mich.

Oct. 3, 4, 5. Grain Dealers National Ass'n at Chicago, Ill.

Chicago Elevator Strike Situation Improving Daily.

The labor situation at Chicago is being handled for the grain elevator proprietors by J. J. Stream of Shaffer & Stream and H. D. Richeson of the Armour Grain Co.

Mr. Stream said July 22 that all of the elevators are now running, and that in another week the situation is expected to be normal. Plenty of men are available, but Mr. Stream says it takes time to explain their duties.

Mr. Richeson estimated the maximum accumulation of loaded cars on track as 5,500 which is being reduced steadily, as some of the elevators are running at 100 per cent of capacity.

The men have enjoyed a 100 per cent increase in wages over the pre-war scale; and late in June the employers requested them to stand a 20 per cent reduction in view of the reduced cost of living and the smaller profits of the business due to the lower price of grain. The men countered with a demand for 48 hours pay for 44-hour week, instead of the 46 hours that had been in effect on June 25. On June 29 the employers offered to arbitrate all questions, but the men wanted the wages to continue during the arbitration while the employers desired that the arbitration be concluded before pay-day. It developed, however, that the labor delegates had no power to negotiate, but were merely feeling out what the employers would offer, as the strike had already been voted June 25.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

C. B. & Q. 105114 passed thru Plano, Ill., on July 12 leaking wheat badly.—Jeter & Jeter.

Wabash 77806 passed thru West Lebanon, Ind., east bound on July 21 leaking oats around north door. Train was moving.—Jones Bros.

C. R. I. & P. 56403 passed thru Symerton, Ill., on July 18, going north on the Wabash. Wheat was leaking at the siding.—Symerton Grain Co.

I. C. 172274 passed thru Beeson, Ill., on July 15 leaking wheat in a stream at the side of car.—Farmers Grain Co., per S. E. Armstrong.

U. P. 18579, east bound thru Chester, Neb., on July 1, was showing a small leak at side brace post. There was no opportunity to find out the degree of the leak.—Brown Lumber Co., per E. L. Brown.

C. B. & Q. 112216 passed thru Hendley, Neb., eastbound, July 1, leaking wheat at the door post.—G. W. Query, mgr. Farmers Business Ass'n.

C. R. I. & P. 141049 was set off at De Soto, Ia., on June 30. On account of a bad drawbar about 20 bus. of barley leaked out.—Hemphill Grain Co.

C. R. I. & P. 28039 passed thru Klemme, Ia., on June 23. The car was bulged at corner, was leaking white corn and was labeled "New corn. Rush to Cedar Rapids."—W. F. Lau.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Suggests a Complete Confirmation.

Grain Dealers Journal: Almost everybody knows the old song, "The Lost Chord" which begins: "Seated one day at the organ, weary and ill at ease."

I should like to paraphrase the old song and picture to you a day when I sat at my desk and heard lengthy discussions with reference to what would be necessary in the form of a confirmation of purchase to protect as fully as possible the peculiar interests of this company (Pittman & Harrison Co.) in the matter of purchases of both seeds and grain. I revolved in my mind the constantly dinned admonition "make your contracts fully cover your transactions."

I asked myself why not attempt a confirmation blank which would seem to afford protection in connection with the needs of this company?

This effort of mine has passed through the hands of several lawyers and several gentlemen skilled in grain trade rules. Each in turn advised me that the confirmation is too long, a fact which I recognized in advance. The length of it makes it ridiculous, therefore adds to it a bit of humor, with a very serious foundation.

I have tried to eliminate every surplus word, yet include every essential word; and when one realizes that such a thing as this may eliminate some of the controversies which arise, then he sees how ridiculous are some of our efforts to trade with one another as brother members of one or more associations. —Yours truly, Dick O'Bannon, President Pittman & Harrison Co., Sherman, Tex.

CONFIRMATION OF PURCHASE.

Sherman, Texas, 19....

Dear

We are dealers in both Seeds and Grains. That fact makes it necessary for us to seek fully to acquaint you with our needs and, insofar as is possible, fully to protect all parties at interest against the many misunderstandings possible under the varying conditions which often confront us. Note Sections numbered 1 to 19.

1. We, being buyers, this confirmation shall take precedence over any confirmation which you, as seller, shall have sent to us; and this confirmation shall represent THE CONTRACT, subject to the conditions of Section 2.

2. Upon receipt of this confirmation if you take exception to any of its provisions, you are immediately to properly inform us by wire without, in any sense, being released from the spirit of this confirmation until, after considering your request for amended, changed or modified terms, or specifications, we shall say to you that no trade has resulted from the negotiations which this confirmation shall reflect. This confirms purchase from you by

of grade commodity for shipment, destination, weights and grades to govern, shipment or shipments to be subject to inspection at destination.* Price to be per basis and drafts, with shipper's order bill of lading attached, or otherwise payable at Sherman Please ship to Routing Via Shipments to originate upon

*(We SELL all goods subject to inspection.)

3. Under the terms of this contract Immediate Shipment means within three days following date of sale; Quick Shipment means within five days following date of sale; Prompt Shipments means within ten days following date of sale, Sunday and Legal Holidays included. When no time limit is mentioned, Prompt Shipment is understood.

4. Upon expiration of this contract, if the papers covering the car or cars represented thereby have not reached our office, nor any word from you shall have reached us, we shall allow an additional period equivalent to the ordinary mail transit time, plus twenty-four

hours as further time during which we shall wait for papers. Thereafter we shall immediately declare you in default on this contract and shall, at our option, either decline the goods; grant an extension of shipping time; or buy in for your account, we to promptly send you notice of the option we exercise.

5. Shipments not made in such a way as to cause instant notification to be given us by carrier upon arrival of the goods, shall be at your risk in the matter of demurrage and other penalties, or in the matter of damage which goods shall have suffered as a result of tardy notification.

6. Violation by you of routing instructions as here given shall give us privilege of refusing the mis-routed shipments or making such other adjustment with you as we may elect, either by wire or mail as the circumstances shall warrant.

7. Shipments arriving at prescribed destination by lines other than those specified by us in routing directions furnished you, shall be at your risk in the matter of impaired transit privileges, we reserving the right to refuse the shipments and have immediate recourse upon you; or to accept the goods upon condition that you shall reimburse us at once and in full by the reduction of your draft or otherwise, to the extent of the loss resulting from impaired transit privileges, as before mentioned.

8. Except with our consent diverted shipments shall not apply upon this contract, unless diversion shall have been fully completed within the contract period. Nor must any diversion entail greater delay in transit than three days.

9. No draft will be honored by us unless an invoice is sent either by mail or wire so as to reach our office at Sherman, Texas, prior to the presentation of the draft; or prior to the time when such draft shall be subject to protest by the presenting bank. Protest fees resulting from violation of this clause shall be at your expense.

10. We will pay no exchange upon drafts drawn under the terms of this contract, except upon such drafts as read "payable upon arrival of goods."

11. When shipments for which payment is to be made upon arrival reach destination giving evidence of heavy shortage, we reserve the right to refuse payment, or by wire to arrange for proper reduction of draft; (1) if the evidence points to error upon your part in setting up weight; (2) if the evidence points to over billing; (3) if there is no evidence as to the occasion for the loss. And in either instance, we shall have the right to settle upon Western Weighing Association weights.

12. Payment by us of demand or sight drafts upon shipments covered by this contract shall constitute AN ADVANCE made by us upon the goods; with final adjustment to be made following arrival of car or cars, and discovery by us whether they weigh and grade in accordance with the terms of this contract.

13. When this contract covers purchases of sacked grain or seeds, it shall be understood: (1) that all sacks shipped under this contract shall be new, unless otherwise specified herein; (2) when the quality of sacks does not conform to the terms of this contract, we reserve the right to return them to you, making a charge against you which shall represent customary difference in price between the sacked and the bulk commodity.

14. Seeds reaching destination out of condition, or not up to grade shall, at our option, be handled by us to best advantage with a view to exacting dockage; or shall be rejected outright, prompt notice to be given you by wire, if wire communication shall be possible. When it shall appear that defective quality is result of damage suffered in transit, and due to defective equipment or negligence of carriers, or to accident while the goods are in transit, we shall, insofar as may be warranted by the written terms of this contract, retain the right to claim protection at your hands.

15. Grain reaching destination out of condition, or not up to grade, shall, at our option, be NOT DELIVERABLE upon this contract unless contract shall so specify. One grade lower shall, at our option, not apply unless contract shall specify in the following words: "One grade lower to apply at market difference." In such cases as the written terms of this contract shall place upon us the responsibility for dealing with carrier in connection with any damage in transit which shall result from defective equipment, delay, accident, or otherwise, you hereby agree fully and wholly to cooperate with us in bringing together documents necessary to proper prosecution of claim against carriers.

16. (a) Under this contract "a carload," when quantity is not otherwise specified, shall consist of not less than 1,000 bushels of Wheat, Shelled Corn, Barley, Rye, Maize, Kafir or Feterita, nor more than 1,200 bushels; not less than 1,250 bushels of Oats or Cane Seed, nor more than 1,500 bushels; not less than 450 bushels of ear or snapped Corn nor more than 600 bushels; not less than eight tons of Hay nor more than twelve tons.

(b) When "carloads" are specified, Clause (a) of this Section 16 shall not interfere with freight tariffs which are in conflict as to minimum. Neither shall tariffs which do not con-

flict with Clause (a) of this Section 16 change the interpretation of the term "a carload."

17. When "capacity cars" are specified with no figures to indicate the size of the car which you shall select, or shall load, "capacity cars" under this contract shall mean 80,000 pounds; you to be allowed 10% tolerance or variation, which means that you may load anywhere between 72,000 pounds and 88,000 pounds.

18. When this contract shall cover transactions between us and any Texas shipper, this contract shall be performable at Sherman, Grayson County, Texas; and any money which may be due as result of completion, termination, cancellation, or as result of default on this contract, shall be payable at Sherman, Texas.

19. This contract carries space for you to sign, evidencing your concurrence; and duplicate copies are mailed to you, with demand that you promptly sign and return one copy to our office. Failure upon your part so to sign, and return us one copy of this contract, or to wire objection as provided in Section 2, binds you to the terms of this contract with the same force as though you had signed.

PLEASE SIGN AND RETURN ONE COPY.

Yours very truly,

PITTMAN & HARRISON COMPANY.

By

We hereby confirm sale, as per above-named terms and specifications.

Signed

By

Seller.

More Care in Billing Needed.

Grain Dealers Journal: Examples of incorrect billing of grain shipments, and their attendant difficulties and worries, come to us so frequently that we feel this to be a matter which should be called to the attention of all shippers of grain. Many of the bills of lading which come to us appear to have been drawn without any realization on the part of the shipper that he was filling out a negotiable instrument representing considerable value. Strictly speaking, it is inexcusable to use a lead pencil in writing a check for any sum no matter how small it may be; certainly it is dangerous in the extreme to write a document worth a thousand dollars with anything but ink and then in a correct and legible manner.

When a typewriter is available it should always be used for filling in the information required on a shipper's order bill of lading. The name of the point of origin and destination, and that of the shipper, consignee and notify party should be written in full and spelled correctly. What does "F. M. K. Co., K. C., Mo." mean? No one can say positively, of course, yet we have actually seen bills of lading with the name of the consignee and the destination abbreviated in a manner similar to this.

The number and initials of the car form a very important feature of the bill, but we get many of them that are not correct in one or more respects and occasionally it happens that a draft presented to us has attached to it a paper purporting to be a bill of lading but having neither the car number or initials. When this happens we wonder if the shipper would be willing to pay some man a sizable price for "a horse in the northeast pasture, where there are forty other horses" without anything more definite to describe the particular animal he would be permitted to claim as his own.

And then the weight! Sometimes no figures as to quantity, at other times with these manifestly incorrect, some of the bills of lading that come to us are positively jokes in this respect.

The endorsement of the bill of lading is quite important. This, like the signature, should be in ink. The face of the document reads "Consigned to the order of John Doe & Company" and the name in the endorsement should be exactly like this "order party" name on the face, with the further ink signature of the manager or some officer authorized to sign for the company. "John Doe & Company, by John Doe, Mgr." is correct. Never should the endorsement be "J. Doe & Company" or "John Doe" or anything but the exact reading of the name as it appears on the other side of the instrument. It is per-

missible to use a rubber stamp to print the name of the company, but the official's signature should be hand written with ink and it should be followed by his title.

We think it is generally understood that the dating stamp of the station agent should appear on each lading, but it is an understanding that has been woefully sidetracked. The shipper should demand that the agent stamp the paper when he signs it. The date in this stamp and that at the head should agree. If they do not, it arouses suspicion altho there may be no fraudulent intent.

A few rules for preparing and handling bills of lading might be drawn up thus:

1. Use ink or typewriter.
2. Spell correctly, write legibly.
3. Spell out all words; do not abbreviate.
4. Sign in ink and see that the agent does likewise.
5. Have the agent affix his date stamp.
6. Be careful about car number and initials.
7. Write in the correct weight.
8. Endorse B/L properly.

The shipper should remember that the receiver knows nothing about the car except as the information is given in the bill of lading and shipping notice. The lading itself is the only document that will have any legal status. Shipper should make that so plain the receiver will recognize the car if he meets it in the street going out to lunch.

Receivers have a special aversion to paying overdrafts at the present time, remembering some recent experiences of themselves or their brother dealers, and for self-protection they must scrutinize each draft and bill of lading carefully when it is presented. Shippers should recognize this, and do all in their power to make the task easier. At the same time, they will be helping to make it more difficult for tricksters to operate and thus make business more of a pleasure and safer for the honest man.—A Receiver.

Written Confirmations Excellent.

Grain Dealers Journal:—We think Form 6CB, Purchase and Sales Confirmation Blanks are excellent and wish it was in the hands of all country elevators so they could confirm sales of grain when they make such sales. By getting one copy signed and returned, we are protected. If only all would learn to sign and return a copy of this blank when sent to them, we could desire nothing more.—O. F. Kelley, Secy. Boonville Mills Co., Boonville, Mo.

Duty on Beans and Mill Products.

Grain Dealers Journal: The writer was in Washington for a week following July 14 endeavoring to bring about amendments in the duty on beans and on flour and wheat products, also to get an amendment to the provisions regulating milling in bond.

The bean interests in Michigan felt that a duty of \$2 per hundred would adequately take care of the difference in cost of production in Japan and the United States, and we were very disappointed when the permanent tariff bill provided for only \$1.25 per hundred.

I am very glad to report that we finally secured an increase to \$1.75 per hundred, which is just a dollar higher than that provided in the Payne Aldrich bill.

As all know the duty on wheat products was \$1.50 per ton. The writer has a telegram from Mr. Fordney to the effect that this was increased to 15% *ad valorem*, also that at our request the provisions regulating milling in bond as provided in the Payne Aldrich bill was readopted.

Unless there should be some agitation of the matter when the tariff bill goes to the Senate Finance Committee, we take it for granted

ed that the duty as stated above will remain unchanged when the tariff bill is finally adopted.—F. B. Dress, Sec'y Michigan Bean Jobbers Ass'n, Lansing, Mich.

Death of A. K. Taylor.

Albert K. Taylor of Milwaukee died July 14 at his country home on Lake Nagawicka after an illness of two weeks' duration. He was ill when he left for the lake late in June, but his friends did not believe his stomach trouble would result fatally.

Mr. Taylor was born at Rome, N. Y., Nov. 19, 1863. At the age of 17 he went to Chicago, where he entered the employ of Armour & Co., as cashier. Later he was transferred to the grain department. He rose thru various positions in the Armour Grain Co. until 1898 when he took charge of that company's Milwaukee business known as the Milwaukee Elevator Co., operating C., M. & St. P. elevators B, C, and E.

Resigning in 1906 he formed a partnership with Clark Fagg, which continued until 1916, when the firm of Fagg & Taylor was reorganized as the Taylor & Bournique Co., Lyman Bournique, who is now in Europe, being the junior member. The firm operated Elevator B and later took over Elevator E. He was a member of six grain exchanges besides the Milwaukee Chamber of Commerce. He was first vice-pres. of the Chamber of Commerce from 1911 to 1916, and was a member of the weighing and inspection committee since 1908. He was a member of the leading clubs of the city.

He was a hard worker, seldom taking a vacation. He was highly esteemed by his business associates for his force of character and high ideals. He is survived by his wife and one son, Albert R. Taylor.

Houston Exchange Honors Officials.

Various phases of the grain business and problems confronting the dealers of Houston, Texas, were discussed and plans laid for furthering the interests of the market at a dinner tendered by the membership of the Houston Merchants Exchange to John E. Bishop, pres. of the Exchange, and Charles P. Shearn, ex-pres., at the Brazos Court the evening of July 15.

The Houston Merchants Exchange was organized about two years ago. Its plan contemplates the inclusion of other lines of business but at the present time only the grain unit is organized. A well equipped and efficient inspection department is maintained, with J. H. Upschulte as chief inspector. Negotiations are under way to obtain an arrangement with a telegraph company to furnish market quotations.

J. V. Neuhaus acted as toastmaster. Mr. Shearn was the first speaker, and he told of his efforts leading to the organization of the Exchange. Mr. Bishop, who is also pres. of the Texas Grain Dealers Ass'n, explained the service rendered by the Exchange to its members and to the community as a whole.

D. W. Michaux, pres. of the Houston Chamber of Commerce, and Captain Sinclair Taliaferro, who has long been identified with the promotion of the ship channel, spoke of the benefit of this improvement and of the good it may be made to bring to Houston and South Texas.

B. E. Clement, of Waco, pres. of the Grain Dealers National Ass'n, spoke on business conditions of the present. He compared the business man's credit and the laboring man's tools, saying that without the proper extension of credit the business activities of the country can be greatly discouraged.

Other speakers included R. F. Crow, a cotton oil man; F. J. Becker, of the Houston Mill & Elevator Co.; and J. C. Reader.

The speakers were profuse in their expressions of good will toward Mr. Shearn and Mr.

Bishop. Mr. Shearn, who was the first president of the Exchange and instrumental in bringing about its organization, has long been a grain dealer at Houston. Mr. Bishop, also, has been engaged in the business in the city for several years and he has always been an earnest worker in organization affairs.

Montana Grain Growers in Difficulty.

A tangled state of affairs appears to exist in the business of the Montana Grain Growers Corporation, which operated 22 elevators and which has recently been placed in the hands of a receiver. It was formally alleged that the company is insolvent, but this is denied, the statement being made that the receivership proceedings are friendly and are only for the purpose of protecting stockholders and creditors.

The authorized capital stock of the Corporation was \$260,000 but a large portion of this was not immediately convertible into money being represented by notes given by farmers in payment for stock. Unfavorable crop conditions of the past 3 years, together with the severe declines in the market value of wheat last fall, made it impossible for the corporation to collect these notes and thus sufficient funds to carry on operations were not available. It is stated, also, that the Montana Society of Equity has waged a relentless fight against the company, which the directors allege has impaired its credit, and it is admitted that the management at critical times has not measured up to the needs. Failure to handle the grain hedges properly when the movement started last fall is said by those familiar with the details to have been the principal losing action.

Approximately 500 Montana farmers are said to be creditors, holding warehouse receipts issued by the corporation for about 150,000 bus. of wheat. The court which appointed the receiver is expected shortly to specify a date for use in determining the value of the grain represented by the warehouse receipts. J. G. Crites, who was manager for the corporation, is receiver and his appraisal report estimated the value of the storage tickets when the receiver was appointed June 11 to have been \$211,469.28.

A meeting of representatives of creditors was recently held, and Chester C. Davis, state commissioner of agriculture and Charles P. Cotter, ass't attorney general were present. At this meeting Mr. Davis is said to have reported that the state has called the \$75,000 bond of the company, and has obtained the permission of the court, which named the receiver, to sell the grain now in storage on condition that the proceeds from this grain shall be held separately for the storage holders. The agricultural commission, according to the provisions of house bill No. 78, passed by the last legislature, is working out a refinancing plan, under which the farmers can bond their land up to 5 per cent of its assessed valuation. These bonds when sold will give them the funds to pay off indebtedness on their elevators and other equipment, and enable the company to stand forth again without any watered stock or other insecure paper.

It is understood that an effort will be made to pay a dividend to ticket holders shortly. How large this will be has not been determined, this requiring an order of the court, but it will not be very large as it is thought to be deemed advisable to get some money to the ticket holders as soon as possible rather than wait until a large dividend can be paid.

Leasing of the 22 elevators is being considered and negotiations to this end are under way.

FRANCE has increased the import duty on wheat from 7 to 14 francs per quintal, which at the present rates of exchange amounts to 17.7 cents per bushel; compared with a duty of 36.9 cents in effect before the war.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Fort Smith, Ark., July 20—Our particular crops in this section are sweet potatoes, melons, Irish potatoes, cotton and some oats and corn. The corn acreage this year is about 25% above normal and prospects exceptionally good for a very heavy yield. Arkansas will produce this season, under present conditions, the largest corn crop that it has ever raised.—A. G. Lee.

CANADA.

Ottawa, Ont., July 14.—The crops in eastern Canada are suffering greatly from prolonged drought, but conditions were reported as generally favorable over the larger part of the western provinces, especially in Saskatchewan, where heavy rainfalls have given abundant moisture, except in the extreme west and south-west districts, in which the crops are suffering from drought. Rain was also badly needed in Alberta, especially southern Alberta. Expressed numerically in percentage of the average yield per acre for the decennial period 1911-20, the condition for the whole of Canada on June 30, with the corresponding condition for 1920 in brackets is as follows: Fall wheat, 92 (97); spring wheat, 100 (100); all wheat, 100 (100); oats, 95 (100); barley, 97 (100); rye, 101 (98); peas, 105 (96); beans and buckwheat, 94; mixed grains, 96 (99); flaxseed, 99.—Canadian Bureau of Information.

COLORADO.

Hugo, Colo., July 11—Wheat looks good.—Clyde Foreman.

Wray, Colo., July 12—We will have large crop of good quality wheat.—Geo. Mercy.

Otis, Colo., July 12—Wheat grades pretty good, but the yield is poor.—J. I. Chilcoat.

Lemon, Colo., July 12—Wheat harvesting will begin some time this week.—W. C. Moore.

Hugo, Colo., July 11—Prospects are good for a large wheat crop. Not much wheat is cut in this section before Aug. 1.—E. G. Philbrook.

Yuma, Colo., July 12—We will have a normal wheat crop in this section of the state.—L. M. Miller, Farmer Milling & Merc. Co.

Seibert, Colo., July 11—Wheat looks good. Some barley is raised thru here as well as corn enough for home consumption and some shipment.—R. B. Magee.

ILLINOIS.

Lawrenceville, Ill., July 18.—Corn needs rain. Wheat is about one-half threshed and is 10 to 15 per cent more than last year.—F. G. Horner.

Beason, Ill., July 16.—Wheat threshing is general here this week. Yield will be around 25 bu. to the acre and the quality is good.—Farmers Grain Co., S. E. Armstrong, mgr.

Media, Ill., July 20—Corn is doing well. Some of it needs rain for the showers have been scattering. Oats are poor and the wheat is good. Threshing is in progress.—E. G. Lewis Seed Co.

Worden, Ill., July 9—We have had no flag smut around here but it has shown 25 miles southwest of here. Wheat had lots of straw of this crop but not a big turn out in bushels.—Worden Co-operative Elevator Co., per F. W. Stoecker, mgr.

Rochelle, Ill., July 19.—The hot weather has been detrimental to the growing of farm crops, especially oats. There is every indication that corn has been hurt considerably, even tho we do have favorable weather from now on.—The Rochelle Seed Co.

Springfield, Ill., July 20—At Springfield there have been 21 consecutive days with the temperature above 90 degrees. Corn was badly in need of rain in all sections and there was some firing. The crop was saved in most areas by timely showers. The harvesting of all grains has been completed, and threshing is general.—Clarence J. Root, Meteorologist, U. S. Dept. of Agriculture.

Chicago, Ill., July 23.—In the central states this year corn occupies a peculiar position. It is from 3 to 4 weeks ahead of time. This places its critical stage of development into the period of greatest heat and least moisture. All over these states there are reports that corn is needing rain. The crop is still in good to excellent condition, but there are considerable reports showing that it is beginning to curl and fire. Peculiarly, however, just as conditions are becoming extremely serious in a locality, a few good showers have staved off dangerous damage. The weather in the latter part of the week has been cooler which is proving of great benefit to the crop. Oats all over this territory is continually being reported as light and while there are some exceptions to this in Nebraska and North Dakota, as a whole, the crop will probably not be up to average.—American Steel & Wire Co.

INDIANA.

Earl Park, Ind., July 20—Corn needs rain badly.—W. L. Flinn, mgr. Farmers Elevator Co.

Mishawaka, Ind., July 18.—Wheat is of poor quality and only about one-half a yield is expected. Oats are very short and we will have none to offer from this station. The corn looks good, but we are needing rain badly.—Grange Elevator Co., per A. E. Castleman, mgr.

IOWA.

Pocahontas, Ia., July 17—Oats around here will be light in yield and weight. The corn looks good at present.—The Farmers Grain & Coal Co.

Des Moines, Ia., July 19—Corn in general has made good progress, silking is far advanced in all sections; the earliest fields are in the milk stage and a few roasting ears are reported. The crop is badly needing rain over the South-eastern District where some curling and firing has occurred on thin uplands. A good soaking rain would be of great benefit in all sections at this time. In general the crop is at least two weeks ahead of last year on this date. The weather has been too hot for rapid progress in threshing. That which has been done indicates that the yield of winter wheat is up to the average and somewhat better than expected; quality good; price \$1.00 to \$1.05 and, all in all, will probably be the best paying crop of the Iowa farms this year. Oats are very disappointing; both yield and quality light; and price far below the cost of production. In many localities there are fields that will not pay for the cost of harvesting and threshing. These will be fed to live stock on the farms. Some will be plowed under as it is not worth cutting. The yields so far reported run from 16 to 35 bushels per acre, testing as low as 20 pounds per bushel. Unfortunately the acreage in oats is one of the largest in the history of the State. The condition of clover and timothy seeded with the oats is very good in most sections due to the rather thin stand of oats. Threshing reports of spring wheat are also disappointing.—C. D. Reed, meteorologist, U. S. Dept. of Agriculture.

KANSAS.

Tribune, Kan., July 12.—The wheat in this section of the state is not only poor in quality, but poor in yield.—C. E. G.

Monument, Kan., July 20—The crop around here is not making over 8 to 10 bus. per acre.—Farmers Union Co-op. Ass'n.

Herndon, Kan., July 19—The average wheat yield is around 8 bus. per acre and it is testing 54 to 58 lbs. to the bushel.—Beaver Valley Roller Mills Co.

Black Wolf, Kan., July 20—We have had a few light showers recently, but more are needed for the corn and the feed crops.—Weber Flour Mills Corp., per T. F. Foote, agt.

Brewster, Kan., July 15.—New wheat is going 28 bus. on sod and that on old ground is averaging from 8 to 10 bus. per acre.—W. S. Nicholson Grain Co., correspondent.

Ellsworth, Kan., July 11—Condition of new crop, fair. We estimate the wheat yield in this county as 9 bu. to the acre.—Laurence A. Daniels, mgr. Ellsworth County Farmers Co-operative Union.

Topeka, Kan., July 21—A winter wheat crop of 122,000,000 bushels for Kansas this year is indicated by threshing returns to date, or a probable acre-yield of 11.9 bushels on the area harvested, as compared to the June estimate of 11.12 bushels. The year's yield is about 18,000,000 bushels under the production of 1920,

24,000,000 bushels less than in 1919, but is the state's fourth largest crop. About one fifth of the crop has been threshed. Corn prospects are excellent. The 4,391,000 acres planted is the second smallest, however, in forty years, and is about 750,000 acres less than in 1920. Based on 100, the general average condition of the crop is 86.55. This is the highest July rating in years. Oats may yield 40,000,000 bushels, according to the early threshing returns, or about 29,000,000 bushels less than last year's record production. The acre-yield indicated is 20 bushels. The barley crop will approximate 15,500,000 bushels, or about 5,000,000 bushels under the output of 1920.—J. C. Mohler, sec'y Kansas Board of Agriculture.

MINNESOTA.

Paynesville, Minn., July 20—Grain looks fair on heavy soil but is not much good on sandy soil.—Bauer & Frank.

Cokato, Minn., July 21—Wheat and oats about one half a crop. The barley and corn condition is fair. Threshing has just started.—J. W. Beckman.

Le Sueur Center, Minn., July 13—Winter wheat not very good grade and does not yield very much; spring also hurt by heat but it is raining now and that will help make a crop. Corn is in fine condition at present; never has been more advanced at this time of the year. Wheat on an average will grade No. 3.—A. O. Radke.

Minneapolis, Minn., July 18—The damage area affecting spring wheat extended into new ground last week. North Dakota was the principal source of distress. It was evident, however, that the black rust complaints were quite spotted, somewhat isolated and not a general condition. Due to the recent rains and lower temperatures fair recovery from heat damage is confidently reported from many sections.—Quinn-Shepherdson Co.

Minneapolis, Minn., July 20—Northwestern grain crops show a very spotted condition. Many fields are good, while others nearby are poor. Cooler weather and good breezes have probably held back the development of black rust. The crops have been damaged to some extent by rust. We believe, however, it is not as serious as reported in many instances. It is developing slowly, and wheat is much earlier than usual. For these reasons, it will no doubt escape a large amount of damage. There have been some very destructive hail and wind storms the past week. The greatest damage was in Eastern Montana and Northwestern North Dakota. There have also been storms both in Minnesota and South Dakota. Damage by grasshoppers is also indicated in Eastern Montana. Some estimate this as high as 30%. Spring wheat will probably vary greatly in quality this season. Much of it will be shrunk-en, and of light weight, but should be strong in gluten, and of good milling quality, unless there are rains during harvest. Durum wheat has withstood the heat and rust much better than bread wheat, altho it has been affected by blight. Velvet chaff suffered more severely than other varieties of spring wheat. Samples of new spring wheat have shown a number two grade, of good color and high quality. Some previously abandoned fields of wheat are being harvested. In one instance, this wheat showed a test of 52 pounds to the bushel, but the yield was light.—Van Dusen Harrington Co.

NEBRASKA.

Oxford, Neb., July 21.—Corn is needing rain badly but so far it has not suffered materially.—O. M. Kellogg Grain Co., per W. Mann.

Central City, Neb., July 12.—Our corn promises a fine crop. About one-half of it is in tassel.—L. E. Nugent, agent, The Hord Co.

Winnetoon, Neb., July 13—Harvest in full blast. Oats are fine. Corn prospects are good.—Schwartz & Van Camp.

Valley, Neb., July 20—Wheat is averaging about 20 bus. to the acre against 30 bus. last year. Oats are about half a crop. Corn is very good.—N. A. Johnson.

Central City, Neb., July 12.—We have harvested a good average crop of winter wheat and are threshing it now, with a yield of from 15 to 25 bus. per acre. It is grading No. 2 and No. 3 and is showing a test weight of from 56 to 61 lbs. to the bus. The oats crop will probably be of light weight because of the heat coming at the wrong time.—L. E. Nugent, agent, the Hord Co.

Bradshaw, Neb., July 7.—Wheat fine quality, testing 61 to 64 lbs. and averaging 18 to 20 bus. Oats a light crop. Corn is an exceptionally good stand and two weeks ahead of time. Plenty of moisture.—Currie Grain Co.

NORTH DAKOTA.

Armourdale, N. D., July 20.—Crops are a little slim around here. We look for a 50% crop and it will be of low grade. Wild oats, yellow mustard and french weed will be a good crop. Some fields are 50-50.—Armourdale Equity Elevator Co., per E. C. Umbreit, mgr.

OHIO.

Wapakoneta, O., July 20.—Oats are light and short.—Ohio Seed Co.

Rockford, O., July 14.—Rains thru here have damaged the corn.—D.

Joneston (Tokio p. o.), O., July 13.—Oats are in fine shape.—D. M. C.

Dayton, O., July 13.—Corn is down on account of a heavy wind.—D.

Willshire, O., July 13.—Corn looks fine and a heavy yield is expected.—D.

Norton, O., July 11.—Corn is not as good in this section as it should be.—D.

Rader Siding, O., July 15.—Wheat looks excellent, but the corn is only fair.—D.

Glenmore, O., July 12.—Corn looks good and a heavy yield is expected.—D. M. C.

Lafayette, O., July 12.—Corn looks fine and is about the only crop grown in this section.—D.

Huntsville, O., July 10.—Wheat is shocked, corn looks fine. Barley acreage is heavy.—D.

Kemp (Kempton p. o.), O.—Corn looks excellent and is from 7 to 9 ft. high. Wheat is ready to harvest.—D.

Celina, O., July 13.—The recent rain was much needed, but the wind did a lot of damage to the corn.—D. M. C.

Lake View, O., July 13.—Very little wheat is grown in this locality and most of the land is planted to oats and corn.—D.

Lima, O., July 13.—Corn around here looks fine and prospects are fine for an excellent yield. Around St. Johns the oats are testing 58 and 60 lbs.

Upper Sandusky, O., July 19.—The wheat is averaging about 18 bus. to the acre, which is as good if not better than last year.—William Gregg & Sons.

Carey, O., July 19.—Just about one-half a crop this year. Wheat is averaging about 15 bus. to the acre.—Sam Wenner, mgr., Carey Farmers Co-op. Co.

Urbana, O.—Wheat in this section is averaging from 56 to 63 lbs. to the bu. The heads of the wheat tho, were small this season.—J. S. Robinson, mgr. Bloss Bros.

Morrill, O., July 18.—Wheat is averaging 20 bus. to the acre. Some of it is going as high as 25 bus. Oats will average about 40 bus.—Morrill Lumber & Elevator Co.

Waldo, O., July 18.—Wheat is averaging 12 bus. to the acre. Threshing is not yet completed. One farmer near here reaped 566 bus. of No. 1 red wheat from 19 acres.—Ed Keeler, mgr., Waldo Co-op. Elevator Co.

Bellefontaine, O.—What little wheat has been threshed has gone as high as 35 bus. to the acre. Most of the heads of the other wheat has not filled well and will yield from 7 to 12 bus. to the acre.—Keller, Gebby & Kinnan.

Westville, O., July 19.—Heavy rains have delayed the harvesting of wheat in this section of the state. This is a great corn section, but the fields all look different, ranging in height from 2 to 9 feet. The hay crop also looks fine in Ohio, especially around Springfield and London.—D. M. C.

Postoria, O., July 20.—Between here and Bascom the corn is very irregular. The recent rain was greatly needed. At Pemberville oats are expected to be above an average yield and the fields look heavy. The crops in Wood County all look especially promising. Between Fremont and Lindsay the corn is all over 7½ ft. high and everything points to a heavy yield.—D. M. C.

Belle Center, O., July 14.—Around Belle Center the oats are light. Corn looks poor at Rushsylvania and the yield will be exceptionally light. Around Kenton the corn is largest in the country. The oats look fine, are being cut, and a heavy yield is expected. Spring wheat will be ready to harvest in about 10 days. At Holden the corn in about 7 feet high and

wheat has large straw and short heads. Corn is also in excellent condition around Roundhead.—D. M. C.

Wapakoneta, O., July 15.—In this part of the state wheat will be harvested next week. At Sidney, the corn and wheat is just being cut and looks good. At Saunders the wheat yield will be large. At Kohler the corn is better than average. At St. Mary's the corn and oats look fine. Farmers around Moulton say the rain has given the corn a new lease on life. Oats and wheat are looking fine. At Bay the corn is fair and the wheat is good. The corn is from three to four feet high at Celina. Wheat looks fine and a heavy yield is anticipated. Oats look fine.—D. M. C.

OKLAHOMA.

Hobart, Okla., July 13.—Wheat making from 6 to 25 bus.; average around 15 bus. Oats small acreage and poor yield.—Shepherd & Son.

Oklahoma City, Okla., July 18.—Have had too much rain down here.—C. F. Prouty, sec'y-treas. Oklahoma Grain Dealers Ass'n.

TEXAS.

Fort Worth, Tex., July 15.—In this section from Ft. Worth to Bowie and east as well as in central Texas the wheat has been very unsatisfactory. About three weeks ago when harvesting started the crop looked like 25 bus. per acre in many places and they did not get ten. The output at various loading stations has been only 50% of what had been expected, and they only expected a half crop in the first place. Of course, this does not apply to hard wheat in the upper Panhandle, but it more than applies to the oats in the whole oat section of Texas. We do not believe that oats is 30% of a crop and a sorry quality at that. We have a whale of a corn crop just about made.—Dorsey Grain Co.

1921 Oats So Lightheaded they Are Dizzy.

Reports from numerous country dealers and terminal market inspectors indicate that the new crop of oats will be extremely light in weight.

Indianapolis's first car of oats arrived this season on July 16 and weighed but 27 pounds to the bushel.

J. A. Noble, chief sampler of the Grain Sampling and Seed Inspection Department of the Chicago Board of Trade, says that many samples of new oats have come to his office for inspection during the past 2 weeks and that the samples indicate weights ranging from 19 to 26 pounds.

A. E. Hawn, ass't chief Illinois Inspection Department, Chicago, Ill., says that the new oats tested by his staff so far this season have been of good color but light in weight. The color, he explains, in most cases has been good enough to permit grading No. 1. The weights have ranged from 26 to 30 pounds and most of the samples are grading No. 3. He says also that the oats that arrive later may run entirely different.

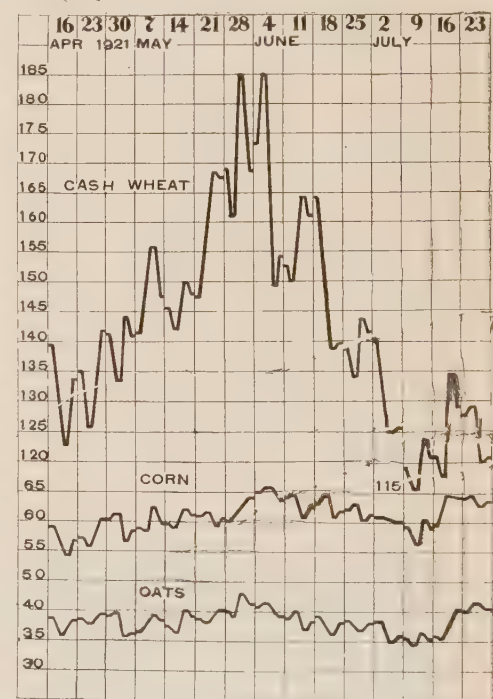
O. F. Phillips, chairman of the Board of Review, U. S. Dept. of Agriculture, Chicago, Ill., said he had heard of the light weight oats but none had as yet come to his attention. Of the possibility of making use of the light oats Mr. Phillips suggests that they could be mixed with some of the heavy oats of the last crop and the resulting oats would be of good weight.

NET OPERATING income of the Western Union Telegraph Co. decreased \$2,239,000 for the 5 mos. ending June 1, compared with last year.

THE PROPOSED TARIFF bill, introduced into the House recently, provides a duty of 1½ cents per pound on all beans coming into this country. Michigan bean interests, for years clamoring for protection against the influx of cheap Japanese beans think the duty should be even higher.

Cash Wheat, Corn and Oats Fluctuations from April 11 to July 23.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Daily Closing Prices.

The daily closing prices of wheat, corn and oats for September delivery at the following markets for the past two weeks have been as follows:

	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23
SEPTEMBER WHEAT.													
Chicago	118	124½	128½	131½	133	131	127½	128½	125½	126½	125	122½	127½
Minneapolis	123½	130½	133½	127½	138½	136½	133	134	130½	131½	130½	130½	127½
Kansas City	109	115½	118½	121½	123½	120½	117½	118½	115½	115	114½	111	111
St. Louis	114½	121½	125	128½	128½	127½	124½	125½	123½	123½	122½	119½	119½
Duluth	123½	131½	135	138½	141½	139	135½	136	132	131	131	128½	128½
*Winnipeg	140½	145½	150	154	185½	155½	150½	151½	151½	150½	153½	153	153
Toledo	121½	128	132½	136	137½	135½	131½	132½	130½	131½	130	127½	127½
Milwaukee	124½	128½	132	133	130½	127½	128½	125½	126½	125	125	125	125
SEPTEMBER OATS.													
Chicago	38½	39½	40½	40½	41½	42½	41½	42½	41½	41½	40½	40½	40½
Kansas City	35½	36½	39½	35½	40½	39½	40½	40½	40½	40½	40	40	40
St. Louis	36½	39	39½	39½	41	40½	41	41½	39½	39½	39½	38½	38½
Minneapolis	33½	34½	35½	35½	36½	37½	36½	37½	36½	36½	36	35½	35½
*Winnipeg	46½	48½	48½	49½	50½	53	49½	50½	50	49½	50½	50½	50½
Milwaukee	39½	40½	40½	40½	41½	42½	41½	42½	41½	41½	41	41	41
SEPTEMBER CORN.													
Chicago	59½	62½	63½	62	62	64	61½	62½	61½	61½	61½	61½	61½
Kansas City	52½	54½	55½	53½	53½	55½	53½	53½	52½	52½	52½	52½	51½
St. Louis	57	59½	60½	59½	58½	61	59½	59½	58½	58½	59	58½	58½
Milwaukee	62½	63½	61½	61½	62	64½	61½	62½	61½	61½	61½	61½	61½

*October delivery.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

Woodland, Calif., July 13.—Our warehouses will this season be called upon to accommodate 8,000 tons of wheat and barley harvested within a few miles of Woodland, whereas last year we handled but 7,000 tons.—George Ogden.

Los Angeles, Calif.—Receipts at this market in carloads during June follow: Wheat, 194; barley, 94; corn, 47; oats, 11, and milo, 116; compared with receipts during June, 1920, of: Wheat, 134; barley, 66; corn, 18; oats, 9, and milo, 68.

CANADA.

Ottawa, Ont., July 15.—Exports of Canadian wheat from Sept. 1, 1920, to June 30, 1921, reached a total of 128,552,625 bus., of which 48,209,196 bus. went to the United States, 31,905,545 bus. to the United Kingdom, and 48,437,834 bus. to other countries. Thus more than one-third of Canada's total exports of wheat went to the United States. Of the Canadian wheat exported to countries other than the United States, 53,445,022 bus. were shipped via United States and 26,898,407 bus. via Canadian seaports.—Canadian Bureau of Information.

ILLINOIS.

Chicago, Ill.—The first new wheat arrived at Chicago on July 1 over the C. & A. It was shipped by C. R. Lewis of Springfield, Ill., to J. C. Shaeffer & Co. It was loaded at Virden, Ill. At Chicago it graded No. 2 and sold for \$1.23½.

Chicago, Ill., July 19.—The first new barley of the season arrived today. It was grown in Illinois, tested 44 lbs. to the bushel, graded No. 3, and sold for 70 cents. Last year the first new barley did not arrive until Aug. 3. It also graded No. 3, but tested 46 lbs. to the bushel and sold for \$1.08.

INDIANA.

Earl Park, Ind., July 20.—Movement of the new crop is light. Oats are testing from 20 to 29 lbs. to the bus.—W. L. Flinn.

Mishawaka, Ind., July 18.—Farmers are selling wheat freely. We will probably have no oats to offer from here.—Grange Elevator Co., per A. E. Castleman, mgr.

Indianapolis, Ind., July 16.—The first new oats to arrive at this market were received by the Steinhart Grain Co. and were shipped by the Thorntown Grain Co., of Thorntown, Ind. The oats tested 27 pounds to the bushel, graded No. 4, and were sold for 38 cents.

Indianapolis, Ind.—Movement of grain at the Indianapolis market for the calendar year 1920, according to William H. Howard, sec'y, Indianapolis Board of Trade was as follows: Receipts: Wheat 4,389,100 bus.; corn 20,687,400 bus.; and oats 17,174,000 bus. Shipments were wheat 3,382,000 bus.; corn 15,451,000 bus.; and oats 16,302,000 bus., making a total movement during the year of wheat 7,721,100 bus.; corn 36,154,400 bus.; and oats 33,476,000 bus.

KANSAS.

Ellsworth, Kan., July 11.—Threshing will begin about the 20th.—Ellsworth County Farmers Co-op. Union.

Herndon, Kan., July 19.—No car shortage has developed in this locality as yet. The move-

ment from the farms is quite free at the present time.—Beaver Valley Roller Mills Co.

Black Wolf, Kan., July 20.—Threshing has just commenced and the wheat is making all the way from 8 to 15 bus. per acre. Some of it is already being marketed.—Weber Flour Mills Corp. per T. F. Foote, agt.

Tribune, Kan., July 12.—Two or three months ago I drove over the same territory in Kansas I am now covering. Then, farmers were not selling their grain and complaints were heard from every dealer that farmers were holding and business slow. Now the situation is quite the opposite. Not only is the farmer reconciled to the necessity of moving his crops, but he has adjusted himself to the still lower prices and is anxious to sell. It appears that he cannot wait to harvest, cutting wheat that should remain in the field longer for proper maturity. In the majority of elevators are seen samples of wheat still green and moist, but the farmer is begging the dealer to buy it. Last year farmers were talking of drastic means to force the price up and would not accept prices that today would be munificence.—E. C. G.

MINNESOTA.

Le Sueur Center, Minn., July 13.—We have taken in 600 bus. of new winter wheat.—A. O. Radke.

Minneapolis, Minn., July 20.—Altho rye threshing has started in the southern part of the state very little has been marketed. Most of it grades No. 2 rye.—Van Dusen-Harrington Co.

Minneapolis, Minn.—Receipts at this market during June follow: Wheat, 9,595,000 bus.; corn, 1,154,830 bus.; oats, 1,987,380 bus.; barley, 1,491,250 bus., and rye, 298,000 bus., compared with receipts during June, 1920, of wheat, 6,053,000 bus.; corn, 847,260 bus.; oats, 709,680 bus.; barley, 758,180, and rye, 369,200 bus.

MISSOURI.

Holliday, Mo., July 16.—Movement of grain from the farms is at its height.—Holliday Elevator Co.

Kansas City, Mo., July 18.—Receipts of hard wheat at this market today were the second largest on record and numbered 1,218 cars.

NEBRASKA.

Valley, Neb., July 20.—Wheat threshing started.—N. A. Johnson.

Kinney, Neb., July 15.—Shipped 27-80 capacity cars of corn; 6-80 capacity cars of wheat during the last three months.—John Watkins, Farmers Union Co-op. Co.

NEW MEXICO.

Clovis, N. M., July 16.—Movement of new wheat well under way.—Robert Stone, mgr. Robert Stone Grain Co.

OHIO.

Willshire, O., July 13.—New wheat is coming in now.—D. M. C.

Wapakoneta, O., July 20.—Not much grain will be held this season.—Ohio Seed Co.

Ohio City, O., July 13.—Not much grain has been moving in this section of the state during the last few weeks.—D. M. C.

Carey, O., July 19.—Only about one-third of the wheat is going to market, as the farmers are storing for better prices.—Sam Wenner, mgr., Carey Farmers Co-op. Co.

Tiffin, O., July 19.—On account of the heavy rains in this section not much grain is moving. Only about 40% of the grain handled last year will be handled this year.—D. M. C.

Toledo, O., July 20.—The first car of new spring wheat arrived at this market today, it weighed 59.4 lbs. to the bushel, contained 12.6% moisture, was 82% dark hard and graded No. 1 dark hard.

OKLAHOMA.

Hobart, Okla., July 13.—Threshing ¼ to ½ done.—Shepard & Son.

TEXAS.

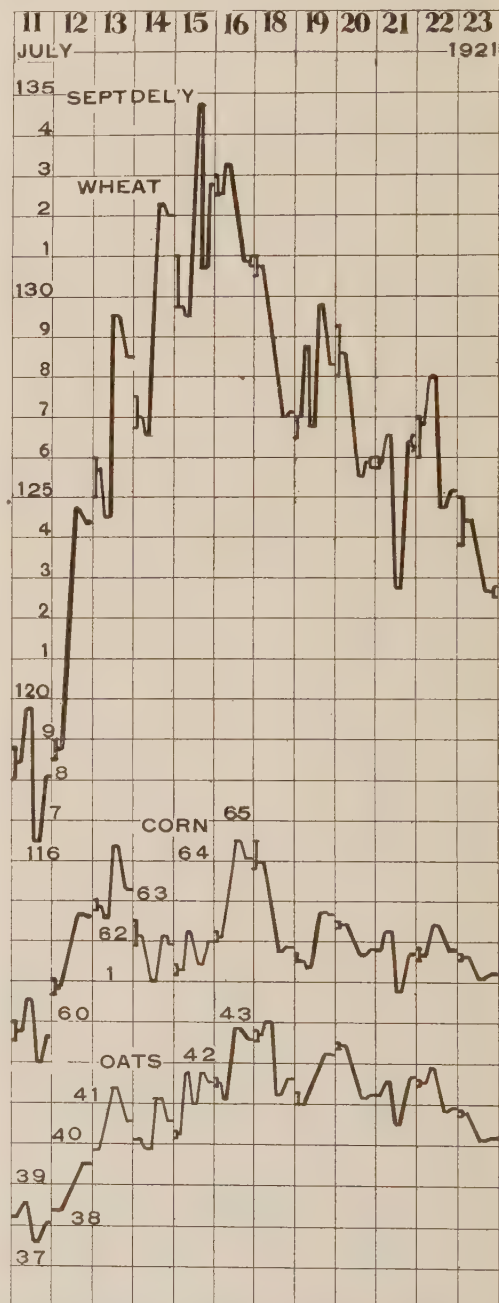
Galveston, Tex.—During June forty-two vessels carrying wheat cleared from Galveston. The largest cargo of the month amounted to 298,000 bus., loaded on the S. S. Galveston. Total clearings for the month amounted to 8,295,073 bus. wheat, compared with 4,677,796 bus. cleared during June, 1920.—H. A. Wickstrom.

Ft. Worth, Tex., July 15.—There will be no grain stored to amount to anything in this section, owing to the financial condition of the banks which are carrying heavy loads of cotton and cattle paper, products which have shrunk in value so greatly. As an example, ex-

port wheat is selling for \$1.45 per bushel delivered and the banks will not loan but 75 cents per bushel delivered on proper warehouse receipts. It is that way with the country banks, if not worse.—Dorsey Grain Co.

Chicago Futures

Opening high, low and close on wheat, corn and oats for the September delivery at Chicago for 2 weeks past are given on the chart herewith.



Our Callers

George Moulton, Fonda, Ia.
Emil Selk, Grant Park, Ill.
Elmer Hutchinson, Arlington, Ind.
H. C. Shaw, v.p. Consolidated Feed Dealers' Ass'n, Buffalo, N. Y.
S. C. Grier, mgr. grain dept., Commercial Solvents Corporation, Terre Haute, Ind.
R. A. McCrae, Genoa, O., representing the Bay Shore Engineering & Construction Co.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]		Wheat.		Corn.		Oats.	
		1921.	1920.	1921.	1920.	1921.	1920.
July 2...	5,586	6,851	1,848	56	1,084	26	
July 9...	5,981	5,771	2,817	35	1,154	800	
July 16...	5,807	8,556	3,016	89	1,159	322	
July 23...	5,359	8,990	3,132	157	908	1,006	
Total since							
July 1	22,733	30,168	10,813	337	4,405	2,154	

Unreliable Weights Place Burden of Proof of Shortage on Shipper.

The Supreme Court of Nebraska on May 6, 1921, decided against the Nye-Schneider-Fowler Co. and in favor of the Chicago & Northwestern Ry. Co. in a suit to recover for shortages on 299 shipments of grain made within Nebraska during 1914, 1915 and 1916.

The individual claims ranged from \$1.50 upwards; and in all cases where the amount was for less than \$12 the jury in the lower court found for defendant, giving judgment for plaintiff on 47 claims, from which the railroad company took an appeal. Each claim was based on a "clear record" shipment, to Fremont, Neb.

Defendant introduced evidence that plaintiff's weights and book records were not reliable, and a number of mistakes and errors were pointed out. In 12 of the causes of action sued upon, plaintiff's record showed considerable overweight of grain after shipment. In fact, thru plaintiff's error, it was shown the total overweights in those 12 causes of action amounted to 95,000 pounds more than the underweights on the other causes of action. On two causes of action, where overweights were shown, the jury found in favor of the plaintiff, and plaintiff remitted as to those two items. Defendant also introduced some evidence attempting to show that plaintiff's scales were not entirely accurate, and that plaintiff had refused to allow the defendant to test or inspect its scales or have access to its weighing records.

The court said: If the grain has merely decreased in weight during shipment, and none has been lost from the car, the railroad company is not liable, and where from the evidence it appears that grain will shrink, in varying amounts, in weight during shipment and in handling, owing to the loss of moisture content in the grain, it at once appears that the mere discrepancy in weights before and after shipment cannot alone be relied on to prove the actual and exact loss of grain from the car. In order, then, to ascertain the extent of actual loss of grain from the car, either the shipper or the railroad company must by evidence eliminate the shrinkage.

This burden of proving the shrinkage, or of making reasonable allowance for such shrinkage, is upon the shipper, for the shipper must prove by a preponderance of the evidence that grain has been lost from the car and the actual extent of such loss.

It is true that, even in case of clear record shipments, a discrepancy in weights before and after shipment, when the accuracy of the weighing is not discredited, and when the discrepancies of weights are unexplained or cannot be accounted for by shrinkage, may sufficiently raise an issue of fact for the jury as to whether a loss of grain has occurred.

When, however, evidence is introduced intended to impeach the weighing process or the book record of the weights made, or tending to show that the discrepancy, or a part of such discrepancy, in weights can be accounted for by grain shrinkage, the burden remains upon the plaintiff to overcome that testimony and, by a preponderance of the evidence, maintain its case. Whenever it appears that the difference in weights alone is insufficient to prove the extent of loss of grain from the car, plaintiff must introduce such other proof as will show what the excess of loss of weight would be over shrinkage, in his particular case. Tho the plaintiff may, at any stage in the proceedings, have made a prima facie case of loss, the mere fact that further evidence is introduced, either by plaintiff or defendant, tending to rebut that case, does not shift the burden of proof to the defendant and compel the defendant to prove by a preponderance of the evidence what the extent of the plaintiff's loss was. The proof of that fact must always rest with the plaintiff.

Shrinkage.—Furthermore, we can see no good reason why the proof of the shrinkage in weight of grain should be made by the carrier. Such shrinkage depends upon the condition of the grain, which is better known and more easily ascertainable by the shipper than by the carrier. The shipper, and not the railroad company, in this case, weighed all the grain and made the tests as to discrepancy in weight. The matter of difference in weights is here peculiarly within the knowledge of the shipper. When shrinkage of grain may account for a loss of weight, we cannot see why the shipper, when making his tests of weight, in order to make his case, should not also be required to make his tests so complete as to be able to eliminate loss of weight from shrinkage, if any, from his totals. That loss is not exclusively within the knowledge of the railroad company,

as is the loss of grain by leakage from the car, or damage done to goods while in the custody of the railroad company during shipment.

In the case of *Cardwell v. Union P. R. Co.*, 90 Kan. 707, 136 Pac. 244, it was held that the courts will take judicial notice of the natural shrinkage of grain in transit and that no proof is required of that fact.

Other State Laws.—We are aware of the decisions in *National Elevator Co. v. Great N. R. Co.*, 137 Minn. 217, 163 N. W. 164, and *Shellabarger Elevator Co. v. Illinois C. R. Co.*, 212 Ill. App. 1. In the *National Elevator Co.* case, supra, a B/L, showing the number of pounds of wheat received by the carrier was issued, and the wheat was weighed at destination by the state weighmaster. No evidence on the question of shrinkage was introduced, and the only question was as to the accuracy of weights. The statutes in that state, governing B/Ls and certificates of weights by a state weighmaster, differentiate that case from the one before us. The *Shellabarger Case*, supra, was based largely upon a rule in that state, that, in order to recover for loss of goods in shipment, the shipper is required to introduce only "slight evidence" that a loss has occurred, and the burden is then shifted to the common carrier to prove delivery. The rule in this state is that the shipper must, by a preponderance of the evidence, prove the loss.

For the reasons given, the judgment of the lower court is reversed and the cause remanded for further proceedings.

Reversed.—182 N. W. Rep. 967.

CUBAN RICE IMPORTS are again permitted since the removal of the prohibition on July 2 by presidential decree. The importation of rice into Cuba has been prohibited since September, 1920.

Quick Action Needed.

Lower transportation rates or better service are not possible so long as the transportation companies are required to operate under war contracts and conditions. The present high charges collected for transportation help to discourage business, in fact high freight rates have kept many farm products from the markets during the last year, and with declining prices without a corresponding reduction in transportation charges even more products will be kept at the point of production.

It is up to the farmers and the merchants of the land to appeal to their representatives in Congress and to the Railroad Labor Board for immediate relief. The National Founders Ass'n in common with many other groups of manufacturers has recommended among other things the following:

1. Abolish completely the agreements made during Federal control by the Railroad Administration, represented largely by union labor leaders and union organizations represented by their national officers. The Labor Board has ordered the cancellation of these restrictive rules, but has ordered the railroads to make new agreements with various union crafts. Leaders of these organizations are demanding that the new agreements be practically identical with the ones made during Government control. Refusal of the railroads to the perpetuation of all these rules—which it is estimated cost the transportation interests of the country more than \$300,000,000 annually—means that the Labor Board will be called upon to decide the question, where, unless a firm stand is taken, conditions such as prevailed during Government control will be made perpetual.

2. Restore to the individual railroads jurisdiction over questions of wages, classifications and working conditions. Rules and regulations made by the Government during Federal control, continued in effect by the Labor Board, have standardized wages and rules on all railroads without regard to living conditions in particular communities or the rates of pay of employees of other industries doing similar work in these communities. Workers should be paid according to the service they perform, as they were before the Government took over the railroads.

3. Demand that Congress immediately repeal the Adamson Law, passed under duress and unquestionably one of the most hampering pieces of legislation affecting a legitimate industry ever enacted at Washington. The Adamson Act was not an hours of labor law but was essentially a wage measure, sought by the union leaders as a way to increase the pay of certain classes of railroad employees. To repeal it would enable the railroads of the United States to save enormous sums annually without impairing their service or doing an injustice to any employee.

Every citizen having the interests of all the people at heart should quickly demand the changes recommended, so that all business may have a chance to function nominally.

O. W. Cook, Deceased.

O. W. Cook, a prominent Columbus, O., grain merchant and a former president of the Ohio Grain Dealers Ass'n, passed away at a hospital in his home city on July 11, after an illness of five weeks.

Mr. Cook was born in May, 1878, in Champaign County, O. He received his education in the Ohio Northern University at Ada and was also a graduate of the Indianapolis Business College. Following his school work, Mr. Cook was for eight years an instructor in the schools of Champaign County.

In 1906 Mr. Cook gave up teaching to engage in the grain business with J. W. Simmons of Pemberton, O. Later the business was moved to Maplewood, where it was conducted as Simmons, Falkner & Cook. The business remained at Maplewood for 10 years during which time Mr. Cook purchased the interests of both of his partners and conducted the business under his own name.

In 1917 he removed to Columbus where with Mrs. Mabel C. Stevenson he built up a successful business, making a specialty of supplying feed grains and hay to the many mines operating about Columbus as well as to many Ohio feeders.

Mr. Cook was associated with M. C. Stevenson and C. C. Stevenson in the operation of the firm of O. W. Cook & Co. Thru the persistent efforts of Mr. Cook the business had become very successful and made a specialty of supplying feed grains and hay to the many mines operating around Columbus and to many Ohio feeders.

As pres. of the Ohio Grain Dealers Ass'n, Mr. Cook was an exponent of better business methods in the grain trade. His ideals may be summarized in the following paragraph taken from an address delivered before a meeting of the Ohio Grain Dealers Ass'n:

"Let every grain man incorporate in his commercial procedure, as a part of his working standard, that we hope not exclusively for remuneration alone, but that we give some thought to the ideal, that expenditure of personal, mental and manual force, ultimately converges to a satisfying resultant force, namely: 'Service to Humanity.'"

Besides his activities in the Ohio Grain Dealers Ass'n, Mr. Cook was also an active member of the Rotary Club.

Mr. Cook was 43 years old and is survived by a widow, a mother, two children and a brother and sister. Interment was at Cedar Point Cemetery, Sidney, O.



O. W. Cook, Columbus, O., Deceased.

New Capper-Tincher Bill

a Vicious Document

The bill reported by Senator Capper July 8 as H. R. 5676, contains important changes from the original drafts.

Sec. 2 has been altered by the insertion of the words in italics in the copy reproduced herewith: "the term 'future delivery' as used herein, shall not include any sale of cash grain for deferred shipment." This alteration in Sec. 2 is an attempt to get around the change made in Sec. 4 striking out the words "made at, on, or in an exchange, board of trade, or similar institution or place of business." This change in Sec. 4 restored the tax of 20 cents per bushel on millers, country grain shippers, exporters and others who make a sale for future delivery between themselves directly.

This tax of 20 cents per bushel would prohibit all sales for future or deferred delivery except those made on an exchange, and the change in Sec. 2 to exempt sales of cash grain for deferred shipment, will make it necessary to have a decision of the Supreme Court of the United States in order to prevent the Internal Revenue Department from taxing all "cash" grain sales for future or deferred shipment, as there is in fact no difference between cash grain and any other grain, and on the face of the law the government could collect the tax from every country shipper selling "short" for say 20 days' shipment to a miller or exporter.

A definition of "cash" grain will become necessary, and in order not to invalidate the law the authors should state specifically whether cash grain means spot grain, on track, in the elevator or on the farm. As these are provided for in paragraph (a) of Sec. 4 the deduction is that the Sec. 2 exemption authorizes short sales for deferred delivery. Another construction of the word "shipment" would be that no tax would be paid if sold to be "loaded" in May, tho a sale for "delivery" in May would be taxed 20 cents a bushel. This would interfere with the business of exporters who had boats chartered to load in a certain month and might prefer to contract for delivery rather than interior loading. At any rate this clause prevents a country shipper from making a short sale to a miller direct.

Sec. 5 retains in a different form the provisions for keeping records of exchange transactions in the manner and form prescribed by the Sec'y of Agriculture. This is an unconstitutional stretching of the interstate commerce and taxing power of the federal government. Much of the business of the Minneapolis Chamber of Commerce and of the Chicago Board of Trade is purely intrastate; and while the government thru court action may require the production of records it is doubtful whether it has the power to prescribe the form in which records of private business shall be kept.

Paragraph (e) has added to it a clause that "no rule of a contract market against rebating commissions shall apply to the distribution to its bona fide members of patronage profits by any such co-operative ass'n, and

(g) when the governing board thereof prevents any member thereof from "operating or controlling a privately leased telegraph or telephone line connected with any other than another contract market." This clause would prohibit the operation of private wires for the sending of orders for future delivery. A private wire house getting an order from a customer at an interior point office, could send the order for the purchase of stocks over the private wire, but would have to send the order for future grain over the public wire.

Sec. 6 is amended to provide that the Sec'y of Agriculture shall share his autocratic powers with the Sec'y of Commerce and the At-

torney-General in revoking the license of a contract market.

Paragraph (b) of Section 6 is entirely new and is a characteristic example of substitution of government by autocrat for government by law. This paragraph makes it possible for the Sec'y of Agriculture to rule off the exchanges any individual alleged to be manipulating the markets. Instead of leaving it to a jury to determine the facts, as provided for all other crimes, this paragraph constitutes the the Sec'y of Agri., the Sec'y of Commerce and the Atty-Gen. a jury of three whose finding of facts "shall be conclusive." No definition of "manipulation" is given in the bill. Apparently it is left for the Sec'y to determine whether manipulation consists of the purchase of 10,000, 100,000, 1,000,000, or 10,000,000 bus. of grain. The present Sec'y may hold that anything over 250,000 is manipulation, while his successor may hold anything under 250,000 down to 100,000 is manipulation.

A close study of this document and the changes made in the different drafts leads one to wonder what is the purpose animating those behind it. It will not prevent short selling, for short sales are specifically permitted without tax when made on an exchange which in the judgment of the Sec'y of Agriculture has "adequate" storage facilities and "recognized" official weighing and inspection. It is just like amending the national prohibition law to provide that a man might go in and take a drink of whisky if the dramshop had a federal license, but that if he bot in a state or city licensed saloon he would have to pay a tax of 20 cents a drink.

The private wire prohibition declares what is lawful in a large city is unlawful in a small town. The large private wire firms have scores of country offices where they handle orders for carload lots and get much business that in former years went to the terminal market grain commission man over the public wires. If the private wires were abolished the smaller firms would have an even chance for the country business in competition with the private wire firms. As an argument for the abolition of private wires the smaller grain receiving firms declare that it is the private wire houses that have brot the Board of Trade into disrepute.

The clause allowing co-operative companies to rebate commissions back to members is class legislation. That is, this law would require the independent country dealer to pay a higher rate of commission than the co-operative company in his own town. In other words, the regular country shipper would be paying the higher rate of commission that maintains the central market places at their present efficiency. This is contrary to the professed declarations by the Farm Bureau Federation leaders who have declared again and again that they want no "political" or "government" aid.

Burning Corn in the Argentine.

G. W. Wolcott of the Anglo-American Mill Co. returned recently from an extensive business trip thru the Argentine. Commenting on the conditions in Argentina, he said:

I have just come out of Argentina and it seemed indeed wicked to see thousands of bushels of corn being deliberately fired and destroyed. Corn piles were burning for miles along the main railroads.

But no market in the world can pay freight rates now asked. Hence the Argentine farmer must destroy his corn crop. The wheat grower is in somewhat better shape but there is no storage for corn and they won't carry it over.

The Capper Tincher Bill.

An act taxing the contracts for the sale of grain for future delivery, and options for such contracts, and providing for the regulation of boards of trade, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act shall be known by the short title of "The Future Trading Act."

Sec. 2. That for the purposes of this Act "contract of sale" shall be held to include sales, agreements of sale, and agreements to sell. That the word "person" shall be construed to import the plural or singular and shall include individuals, associations, partnerships, corporations, and trusts. That the word "grain" shall be construed to mean wheat, corn, oats, barley, rye, flax, and sorghum, the term "future delivery," as used herein, shall not include any sale of cash grain for deferred shipment. The words "board of trade" shall be held to include and mean any exchange or association, whether incorporated or unincorporated, of persons who shall be engaged in the business of buying or selling grain or receiving the same for sale on consignment. The act, omission, or failure of any official, agent, or other person acting for any individual, association, partnership, corporation, or trust within the scope of his employment or office shall be deemed the act, omission, or failure of such individual, association, partnership, corporation, or trust, as well as of such official, agent, or other person.

Prohibitive Tax on Puts and Calls.

Sec. 3. That in addition to the taxes now imposed by law there is hereby levied a tax amounting to 20 cents per bushel on each bushel involved therein, whether the actual commodity is intended to be delivered or only nominally referred to, upon each and every privilege or option for a contract either of purchase or sale of grain, intending hereby to tax only the transactions known to the trade as "privileges," "bids," "offers," "puts and calls," "indemnities," or "ups and downs."

Short Selling on Contract Markets Only.

Sec. 4. That in addition to the taxes now imposed by law there is hereby levied a tax of 20 cents a bushel on every bushel involved therein, upon each contract of sale of grain for future delivery, except—

(a) Where the seller is at the time of the making of such contract the owner of the actual physical property covered thereby, or is the grower thereof, or in case either party to the contract is the owner or renter of land on which the same is to be grown, or is an association of such owners, or growers of grain, or of such owners or renters of land; or

(b) Where such contracts are made by or through a member of a board of trade which has been designated by the Secretary of Agriculture as a "contract market," as hereinafter provided, and if such contract is evidenced by a memorandum in writing which shows the date, the parties to such contract and their addresses, the property covered and its price, and the terms of delivery, and provided that each board member shall keep such memorandum for a period of three years from the date thereof, or for a longer period if the Secretary of Agriculture shall so direct, which record shall at all times be open to the inspection of any representative of the United States Department of Agriculture and United States Department of Justice.

Designation of Contract Markets.

Sec. 5. That the Secretary of Agriculture is hereby authorized and directed to designate boards of trade as "contract markets" when, and only when, such boards of trade comply with the following conditions and requirements:

(a) When located at a terminal market upon which cash grain is sold in sufficient volumes and under such conditions as fairly to reflect the general value of the grain and the difference in value between the various grades of grain, and having adequate storage facilities and recognized official weighing and inspection service.

Sec'y to Prescribe Form of Records.

(b) When the governing board thereof provides for the making and filing, by the board or any member thereof, as the governing board may elect, of reports in accordance with the rules and regulations, and in such manner and form as may be prescribed by the Secretary of Agriculture, and whenever in his opinion the public interest requires it, showing the details and terms of all transactions entered into by the board, or the members thereof, either in cash transactions consummated at, on, or in a board of trade, or transactions for future delivery, and when such governing board provides for the keeping of a record by the members of the board of trade showing the details and terms of all cash transactions entered into by them, consummated at, on, or in a board of trade, such record is to be in permanent form, showing the parties to all such transactions, any assignments or transfers thereof, with the parties thereto, and the manner in which said transactions are fulfilled, discharged, or terminated. Such record shall be required to be kept for a period of three years from the date thereof, or for a longer period if the Secretary of Agriculture shall so direct, and shall at all times be open to the inspection of any representative of

the United States Department of Agriculture and United States Department of Justice.

(c) When the governing board thereof prevents the dissemination, by the board or any member thereof, of false, misleading, or inaccurate reports concerning crop or market information or conditions that affect or tend to affect the price of commodities.

(d) When the governing board thereof provides for the prevention of the manipulation of prices by the dealers or operators upon such board, including a reasonable limitation upon the total quantity of grain of the same kind covered by contracts unfulfilled or unsettled at any one time by or on behalf of the same person commonly called "open trades" in speculative transactions.

Rebating of Commissions.

(e) When the governing board thereof admits to membership thereof and all privileges thereon on such boards of trade and duly authorized representative of any lawfully formed and conducted cooperative associations of producers having adequate financial responsibility: Provided, That no rule of a contract market against rebating commissions shall apply to the distribution to its bona fide members of patronage profits by any such cooperative association, substantially all of whose business consists of handling grain produced by its members.

(f) When the governing board shall provide for making effective the final orders or decisions entered pursuant to the provisions of paragraph (b) section 6 of this Act.

Prohibition of Private Wires.

(g) When the governing board thereof prevents any member thereof from operating or controlling a privately owned or leased telegraph or telephone line connected with any city, town, or community other than another contract market, which is used as the instrumentality in the making of contracts taxed by section 4.

Sec. 6. That any board of trade desiring to be designated a "contract market" shall make application to the Secretary of Agriculture for such designation and accompany the same with a showing that it complies with the above conditions, and with a sufficient assurance that it will continue to comply with the above requirements.

(a) A commission composed of the Secretary of Agriculture, the Secretary of Commerce, and the Attorney General is authorized to suspend for a period not to exceed six months or to revoke the designation of any board of trade as a "contract market" upon a showing that such board of trade has failed or is failing to comply with the above requirements or is not using reasonable diligence in enforcing its rules of government made a condition of its designation as set forth in section 5. Such suspension or revocation shall only be after a notice to the officers of the board of trade affected and upon a hearing: Provided, That such suspension or revocation shall be final and conclusive unless within fifteen days after such suspension or revocation by the said commission such board of trade appeals to the circuit court of appeals for the circuit in which it has its principal place of business by filing with the clerk of such court a written petition praying that the order of the said commission be set aside or modified in the manner stated in the petition, together with a bond in such sum as the court may determine, conditioned that such board of trade will pay the costs of the proceedings if the court so directs. The clerk of the court in which such a petition is filed shall immediately cause a copy thereof to be delivered to the Secretary of Agriculture, chairman of said commission, or any member thereof, and the said commission shall forthwith prepare, certify, and file in the court a full and accurate transcript of the record in such proceedings, including the notice to the board of trade, a copy of the charges, the evidence, and the report and order. The testimony and evidence taken or submitted before the said commission duly certified and filed as aforesaid as a part of the record, shall be considered by the court as evidence in the case. The proceedings in such cases in the circuit court of appeals shall be made a preferred cause and shall be expedited in every way. Such a court may affirm or set aside the order of the said commission or may direct it to modify its order. No such order of the said commission shall be modified or set aside by the circuit court of appeals unless it is shown by the board of trade that the order is unsupported by the weight of the evidence or was issued without due notice and a reasonable opportunity having been afforded to such board of trade for a hearing, or infringes the Constitution of the United States, or is beyond the jurisdiction of the Secretary of Agriculture.

Ruling Off Individual Manipulators.

(b) That if the Secretary of Agriculture has reason to believe that any person is violating any of the provisions of this Act, or is attempting to manipulate the market price of any grain in violation of the provisions of section 5 hereof, or of any of the rules or regulations made pursuant to its requirements, he may serve upon such person a complaint stating his charge in that respect, to which complaint shall be attached or contained therein a notice of hearing, specifying a day and place not less than three days after the service thereof, requiring such person to show cause why an order should not be made directing that all con-

tract markets until further notice of the said commission refuse all trading privileges thereon to such person. Said hearing may be held in Washington, District of Columbia, or elsewhere, before the said commission, or before a referee designated by the Secretary of Agriculture, who shall cause all evidence to be reduced to writing and forthwith transmit the same to the Secretary of Agriculture as chairman of the said commission. Any member of the said commission or said referee shall have authority to administer oaths to witnesses. Upon evidence received the said commission may require all contract markets to refuse such person all trading privileges thereon for such period as may be specified in said order. Notice of such order shall be sent forthwith to the offending person and to the governing boards of said contract markets. After the issuance of the order by the commission, as aforesaid, the person against whom it is issued may obtain a review of such order or such other equitable relief as to the court may seem just by filing in the United States circuit court of appeals of the circuit in which the petitioner is doing business a written petition praying that the order of the commission be set aside. A copy of such petition shall be forthwith served upon the commission by delivering such copy to its chairman, or to any member thereof, and thereupon the commission shall forthwith certify and file in the court a transcript of the record theretofore made, including evidence received. Upon the filing of the transcript the court shall have jurisdiction to affirm, to set aside, or modify the order of the commission, and the findings of the commission as to the facts, if supported by the weight of evidence, shall in like manner be conclusive. In proceedings under paragraphs (a) and (b) the judgment and decree of the court shall be final, except that the same shall be subject to review by the Supreme Court upon certiorari, as provided in section 240 of the Judicial Code.

Sec. 7. That any board of trade that has been designated a contract market in the manner herein provided, may have such designation vacated and set aside by giving notice in writing to the Secretary of Agriculture requesting that its designation as a contract market be vacated, which notice shall be served at least ninety days prior to the date named therein, as the date when the vacation of designation shall take effect. Upon receipt of such notice the Secretary of Agriculture shall forthwith order the vacation of the designation of such board of trade as a contract market, effective upon the day named in the notice, and shall forthwith send a copy of the notice and his order to all other contract markets. From and after the date upon which the vacation became effective, the said board of trade can thereafter be designated again a contract market by making application to the Secretary of Agriculture in the manner herein provided for an original application.

Sec. 8. That the Secretary of Agriculture may make such investigations as he may deem necessary to ascertain the facts regarding the operations of future exchanges and may publish from time to time, in his discretion, the results of such investigation, and such statistical information gathered therefrom, as he may deem of interest to the public, except data and information which would separately disclose the business transactions of any person, and trade secrets or names of customers: Provided, That nothing in this section shall be construed to prohibit the Secretary of Agriculture from making or issuing such reports as he may deem necessary, relative to the conduct of any board of trade, or of the transactions of any person found guilty of violating the provisions of this Act under the proceedings prescribed in section 6 of this Act: Provided further, That the Secretary of Agriculture in any report may include the facts as to any actual transaction of any board of trade without divulging the names of the persons therewith connected. The Secretary of Agriculture, upon his own initiative or in co-operation with existing governmental agencies, shall investigate marketing conditions of grain and grain products, and by-products, including supply and demand for these commodities, cost to the consumer, and handling and transportation charges. He shall likewise compile and furnish to producers, consumers, and distributors, by means of regular or special reports, or by such methods as he may deem most effective, information respecting the grain markets together with information on supply, demand, prices, and other conditions, in this and other countries that affect the markets.

Sec. 9. That any person who shall fail to evidence any such contract by a memorandum in writing, or to keep the record, or make a report, or who shall fail to pay the tax, as provided in sections 4 and 5 hereof, or who shall fail to pay the tax required in section 3 hereof, shall pay in addition to the tax a penalty equal to 50 per centum of the tax levied against him under this Act and shall be guilty of a misdemeanor, and upon conviction thereof, be fined not more than \$10,000 or imprisoned for not more than one year, or both, together with the costs of prosecution.

Sec. 10. That if any provision of this Act or the application thereof to any person or circumstances is held invalid, the validity of the remainder of the Act and of the application of

such provision to other persons and circumstances shall not be affected thereby.

Sec. 11. That no fine, imprisonment, or other penalty shall be enforced for any violation of this Act occurring within four months after its passage.

Sec. 12. The Secretary of Agriculture may co-operate with any department or agency of the Government, any State, Territory, District, or possession, or department, agency or political subdivision thereof, or any person; and shall have the power to appoint, remove, and fix the compensation of such officers and employees, not in conflict with existing law, and make such expenditures for rent outside the District of Columbia, printing, telegrams, telephones, law books, books of reference, periodicals, furniture, stationery, office equipment, travel, and other supplies and expenses as shall be necessary to the administration of this Act in the District of Columbia and elsewhere, and there is hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, such sums as may be necessary for such purposes.

THE TROUBLESOME "Jim Hill" mustard weed which infests the wheat fields of Idaho and the surrounding states has long been a worry to the farmer and the elevator operator. County Agent Fletcher of Latah County, Idaho, recently discovered a bug which bothered only Jim Hill mustard. In wheat fields it is claimed to have totally destroyed the mustard plants and not to have harmed the wheat in any way. Several of the bugs are now being investigated by the University of Idaho.

Hedges an Offset to Taxable Income.

The bureau of internal revenue gave a ruling at Washington July 15 that open "future" contracts which are "hedged" against actual "spot" or cash transactions in cotton, grain and commodities similarly dealt in, may be included with certain restrictions in dealers' year-end balance sheets for computation of taxable income.

As to non-hedging transactions the ruling provides that "no purely speculative transactions in 'futures' not offset by actual 'spot' or cash transactions may be included or taken into the taxpayers' account in any manner until such transactions are actually 'closed by liquidation,' and the further restriction that values of commodities covered by such "open 'future' contracts shall not be added to nor deducted from the inventory of the taxpayer."

To Investigate Grain and Hay Rates.

Following the complaints filed by the Kansas Utilities Commission, a delegation of Kansas Congressmen, and many western shippers, alleging that the rates on grain and hay were too high, the Interstate Commerce Commission has ordered an inquiry into the reasonableness of grain and hay rates in the western territory.

The petition alleged that the present rates on grain, grain products and hay between points in the western group were unduly burdensome to the shippers.

Examiner Disque of the Interstate Commerce Commission in a statement said that the rates on certain commodities were stifling industry and should be reduced. He added, however, that a reduction in rates on traffic in general, seemed unwarranted at this time. He also said:

"Railroads fear that if they make a reduction on one commodity the same thing will be demanded in many others; and that if they yield most of them will shortly be found in bankruptcy, for it is heavy moving traffic, from which the carriers make their principal revenue, on which reductions are sought."

Even tho the Commission ordered the investigation, it ordered also on July 15 that the Kansas Utilities Commission permit Kansas carriers to collect rates equal to interstate rates on all intrastate shipments.

Heretofore the Kansas intrastate rates were in many cases less than the interstate rates and permission was denied the carriers to make increases. The increases are to become effective Aug. 24.

Remedy for Leaking Concrete Walls.

BY J. E. FREEMAN.

Concrete made from properly selected aggregates, combined with portland cement in suitable proportions, when thoroughly mixed to the right consistency, carefully placed, and adequately protected during early hardening, will be watertight under all ordinary conditions.

In the case of concrete already in place, which through faulty design or workmanship or inattention to some of the above particulars, is not watertight, there are a number of paints or coatings which may with advantage be applied to correct the defects and make the concrete more impermeable. The particular choice of these is determined by the conditions to be overcome in each case.

We judge that part of the concrete in the elevator at Claron is porous so that during a driving rain, water can penetrate through the walls. A similar case in Tennessee came to attention a few days ago and we suggested that possibly a treatment of magnesium fluosilicate followed by a coat of spar varnish would be sufficient to stop the trouble. That treatment is similar to the ones used by the U. S. Shipping Board on concrete ships. Below the light draft line the ships were given two coats of a 7½ per cent solution of magnesium fluosilicate followed by two coats of spar varnish. At Claron the spar varnish could probably be omitted.

There are a number of transparent damp-proof coatings for concrete on the market which would probably be suitable for application on this elevator.

BUENOS AIRES exporters are planning to extend the use of Argentine products in all parts of the world. To this end, the members of the Argentine Commercial Federation, comprising leading Buenos Aires business men, on July 14th adopted a resolution urging the immediate organization of a company to promote the exportation of Argentine grain, hides and wool.

Grain Delivery in Cars at Chicago Permissible.

In order to facilitate the movement of grain thru the Chicago market the Chicago Board of Trade on July 14th adopted an emergency resolution making the delivery of grain in cars a valid tender on contracts. In explaining the matter, President J. P. Griffin of the Board of Trade, issued the following statement:

For the past two weeks the board of directors have been grappling with the storage question, with the result that today it adopted an emergency resolution providing a method whereby contracts can be satisfied through the medium of carlot deliveries when, and only when, regular public elevator storage is not obtainable. Under the rules of the board, the directors have power in an emergency to make grain "regular" for delivery either in elevators, vessels or railroad cars.

The elevator space is unobtainable and delivery through vessels is impracticable and can not be accomplished in accordance with the laws of the state. Consequently the directors were reluctantly obliged to invoke the emergency carlot rule, which rule makes it mandatory upon the directors to legalize carlot deliveries in such an emergency as now exists.

Information Brings Kindly Feelings.

BY TRAVELER.

In the communication published on page 1029 of the Journal for June 25, the observer expressed the opinion that grain dealers should talk more to farmers about the details of the business of handling grain, to show the producers that there is something more to the service of handling grain than merely dumping and loading out.

More recently, while visiting on a farm, occasion was given to examine a bin of wheat that he farmer had recently threshed and stored. The shocks of grain had been rained on between harvest and threshing and the wheat itself was rather tough. The observer cautioned the farmer about the danger of heating and recommended that steps be taken to determine exactly how much moisture the grain carries, in order that he might get a better idea as to whether it is safe to store. The farmer asked for an explanation of the moisture test, the manner of making it, its value, and other things connected with it. He may have heard about the moisture test before, but no information about it had ever been given to him.

After a long talk on this subject he announced his intention to send samples of the wheat to the inspection office at a nearby market for the purpose of having a test made for moisture, and a vast increase in his respect for grain dealers and the worth of their service was shown when he remarked to some other farmers who were standing near that, "There's a lot to this grain business that we who raise the grain don't know."

A Well-Built Country Elevator.

The grain elevator illustrated herewith is of substantial cribbed construction and covered with galvanized iron. The house is 34 by 38 ft., and 55 ft. high to the square, giving a storage capacity of 50,000 bus. in the 11 hoppers. The roomy cupola is 20 ft. high and there is a full basement under the house. The filled in driveway with its substantial retaining walls and heavy iron guard rails contributes to the neat appearance of the plant.

The equipment includes 2 rail dumps, 2 stands of elevators equipped with 15x6 V-shaped buckets, 2 Western Improved Distributors, 1 10-bu. Richardson Automatic Scale in the cupola, 1 safety manlift, and a Fairbanks Wagon Scale. Provision has been made for the installation of a truck dump. The lighting thruout is by electricity, and the machinery is driven by 2 10-h.p. electric motors. The walls are covered with 26 gage copper bearing galvanized steel siding, and the roof with patent interlocking galvanized steel of 26 gage. This house was erected by G. A. Saathoff for M. A. Kirk & Co., at Bondville, Ill.

No Recovery on Basis of Value at Place and Time of Shipment.

The first decision to be given on the right of a shipper to rely on the B/L instead of the Cummins Amendment in measuring his damages was given May 31, 1921, by the Supreme Judicial Court of Massachusetts in the suit by Crutchfield & Woolfolk against the director general of railroads.

The value of the shipment, a carload of pears, was not in dispute, having been agreed as \$969.85 at place of shipment, the amount paid by the buyers. Due to ripening and no fault of the carrier the value at destination was agreed to be \$500. The car was diverted and destroyed in a wreck.

The shippers brot suit for the value at place and time of shipment under the B/L, but the lower court gave judgment for only \$500, and this was affirmed by the Supreme Court, holding that

"Under the second Cummins Amendment, in the condition therestated, the stipulation as to the value is legal but the right of the shipper to recover the full actual loss is limited by the provision that the 'declaration or agreement shall have no other effect than to limit liability and recovery to an amount not exceeding the value so declared and released.' Evidently the effect of the second amendment is to limit the maximum of recovery to the value stated in the B/L and does not affect cases where the loss is less than the value stated in the bill of lading. This falls far short of legalizing the provision of the B/L that—

"The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment."—131 N. E. Rep. 340.

Foreign Trade Credits.

Germany is said to have virtually concluded negotiations for short term credits amounting to \$59,000,000 with bankers of New York and London for the purchase of grain and grain products. New York bankers alone are taking \$49,000,000 of the loan, to several large banks of Germany.

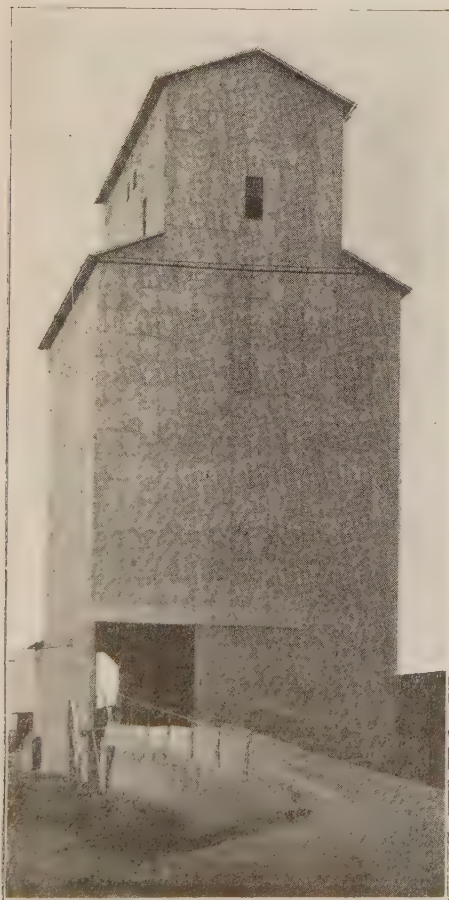
These loans are made in the ordinary way and indicate that when there is a real demand for funds no government aid is necessary.

The First National Bank of St. Louis says: Of the many proposals, such as the International Relief Credits Committee, the American War Finance Corporation, the Edge Law, the Webb-Pomerene Act, the British Over-Seas Trade Act, and the French National Bank of Foreign Trade, all have failed to meet the real needs of the situation. Their combined efforts have done but little to create a constant current of business which alone is of permanent value to trade and industry in the impoverished sections of Europe.

Until the public, bankers, and business men become educated to the real financial needs of the situation, little of real value can be expected from Edge Law Corporations or any other proposed scheme of finance. The crux of the whole matter, as it relates to the practicability of the Edge Law Corporations, seems to depend upon their ability to market in this country debenture bonds secured by foreign promises to pay.

The Edge Act and most of the other export credit schemes are primarily means of shifting export credits within the exporting country, but make no arrangement for definitely assisting needy creditors in the importing country. The purpose of these export credit proposals has been fundamentally to enable the exporter to give longer credit terms thru the facilities afforded by the various schemes in enabling the credit to be shifted from the exporter to either the Government or the investing public.

THE NEW director of the budget took action July 13 to stop the printing of documents that the public never reads.



M. A. Kirk & Co.'s Elevator at Bondville, Ill.

Chokes.

BY CAL.

ARMS, hands and legs seldom come out any better for the experience of being caught in moving machinery. Every machine, belt, chain, gear and pulley should be surrounded by a stationary guard to protect workmen.

BOARDS used in the top of the elevator for braces and for other purposes which might be termed incidental should be fastened securely. Not every dealer will be as lucky as the Iowa man who somehow escaped death when he was struck on the head by a 6-ft. 1x4 after it had fallen 50 feet.

WATER will not extinguish a gasoline fire. It only causes the oil to spread and thus carries the flames to points they might not otherwise reach. A chemical extinguisher that will not freeze in winter should be in every engine room and it may be found helpful some day to have a box of sand handy to supplement the extinguisher.

SPOUTS feeding elevator boots should discharge into the boot at the front or lifting side, level with the center of the boot pulley. If the feed is at either side it should be below the center of the pulley, and if from the rear it must be as low as possible to give satisfactory results. If fed high from the rear, grain will pack against the buckets as they are dragged thru it by the moving belt, thus putting an undue strain on the belt itself and wearing it out prematurely.

FIRE in dust or other inflammable material that packs closely may smolder for hours or even days, maintaining existence preparatory to a quick start when conditions are favorable. And how such fires move when they do get air! Prevention of accumulations of dust is the most effective remedy, but those who cannot or will not practice this should examine their dust piles daily or more frequently and when a fire is discovered there should be no let up in the watch kept over it until it is known to be dead.

FREIGHT RATES are important to the shipper of grain, but the rate of depreciation of unpainted wood buildings makes vastly more difference to his bank account. Paint improves the appearance of both building and bank account.

THE FIRE LOSS each year in the United States would buy all the flivvers made in the same period. If we would but look at the matter in its proper light, that man is guilty of arson whose carelessness causes a fire or permits it to gain headway after it gets started. None of us would wiffully step into the shoes of the fire bug, but many of us wear them nevertheless.

DRIVE CHAINS running on sprockets set far apart will swing in operation. Breaks sometimes occur. A flying link from a broken chain moves at a high rate of speed and when stopped it strikes a powerful blow. A bit of advice would be to keep out of the path of such flying links, but since this might not always be the easy thing to do, why not erect a shield around the chain throughout the full length of its course?

GRASS and weeds grow in the spring and they die and become highly inflammable in late summer and fall. Vegetation is unaware of the fact that its presence near the elevator is undesirable and the only way to remove it completely and safely is to skin the ground for some distance from the walls of the house. Get out the hoe or shovel and give the earth a shave now. This use of the safety razor today may save the plant from destruction next week.

GRAIN GROWN IN ECUADOR, South America, may grain be exported now that the prohibition against food exports has been removed by a presidential decree. The following articles which are the principal Ecuadorian grain crops may now be shipped out after the payment of a 5% export duty: Barley, bastard chick peas, brown beans, chick peas, corn, lentils, pulse beans and white beans.

New Device Removes Grain Doors.

The removal of temporary doors or other cooperage material from the doorways of grain cars when the time of unloading has arrived has always presented a difficult problem for elevator employees. The practice of country shippers who fasten the boards firmly with large nails and the pressure of the grain against the barricade closing the doorway make it practically impossible to loosen the boards by ordinary means. For years the only instruments used in the removal of grain doors were a crow bar and axe. The boards were chopped and broken into many pieces to tear them out. This was a slow, arduous task; it rendered the cooperage material worthless; and on some occasions men have been seriously injured while doing the work.

Attempts have been made to perfect devices to remove the door without chopping. A power device of this kind has been developed by R. A. Sanders, elevator sup't for the Oklahoma City Mill & Elevator Co., and it is now in use at the company's elevator in Oklahoma City.

This puller, which is shown in the photograph reproduced herewith, is installed in connection with the power shovels. A cone shaped drum or nigger head with a flange at one end was placed on the power shovel shaft between the two drums for shovel ropes. One end of a rope is wound tight around this extra drum, extending over a sheaved pulley supported by a frame which stands on the shovel drum platform so that the other end of the rope will drop on a line with the side of car set up for unloading.

To the end of the rope which hangs down alongside the car a heavy square hook is attached. This iron hook has a large eye and a wedge shaped point. When the car is set, weighed and the outside door opened the end of the hook is driven in below one end of the top board of grain door and the power shovel shaft started. The power thus applied pulls up one end of the board. A repetition of this operation releases the other end, and when all grain doors have been raised and removed the power shovels are set to work unloading the grain into the receiving sink.

All of the boards are removed from the average car and the doorway cleared ready for the shovels in 4 to 5 minutes. In addition to this saving of time, the advantages claimed for this device are that all boards are removed without breakage and that it reduces the damage to buckets and belts caused when pieces of wood chopped from doors in the usual manner go into the receiving pit and thence to the boots. It is said there is no more danger to employes than when a crow bar and axe are used, and it would appear that this hazard is actually removed by the puller.

Italian Grain Trade Control Off Sept. 1.

Federal control of the grain trade in Italy will end Sept. 1. Until that time the Italian government will continue to purchase all wheat offered to it by the Italian producers. The government will hold the wheat and then turn it over to Italian millers at the current prices for imported wheat.

Commercial Attache MacLean at Rome says that the principal problem now confronting the Italian grain trade is the financing of wheat shipments. Italian grain interests estimate that 1,000,000,000 lire will be required to finance the handling of import grain alone. Banks contend that at the present time this amount of money is not available and the grain firms feel that the risks are too great to do all the financing themselves.

Nevertheless the Italian grain trade is optimistic and hopes that some plans will be found workable before Sept. 1. It is probable, too, that the government will continue to exercise a certain control over the importation of wheat, altho the actual transactions will be handled by private interests.



Home-Made Car Door Opener.

Michigan Public Utilities Commission Given Jurisdiction Over Site Rentals.

To go into effect on Aug. 18, a new Michigan law, No. 303, enacted by the Michigan Legislature provides that the Michigan Public Utilities Commission has power to regulate the rental charges assessed by the carriers for railroad property used as sites for elevators, warehouses, ice houses, buying stations, flour mills, and buildings used for the receiving and storing of any article of commerce to be transported over the rails of a common carrier.

Sec. 1 says that the site rentals shall be just, reasonable and non-discriminatory.

Sec. 2: Whenever the lessee and the carrier cannot decide on a rental charge either of the parties may appeal to the Michigan Commission. The complainant is required to explain in writing all the facts regarding the business conducted on the site.

Sec. 3 provides that the Commission has the power to fix the terms and conditions for the continuance of the business.

Sec. 4 provides that either party may within one year appeal to the Commission for a rehearing of the facts of the case.

Sec. 5 gives the penalties for violation of the orders of the Commission.

Bulgaria to Erect Elevators.

The Bulgarian government, according to an English publication, contemplates the erection of a system of fifty-nine terminal and country grain elevators thruout Bulgaria.

Fourteen of the elevators will be erected at the various shipping cities on the Black Sea and the Danube River. Forty-five of the elevators are to be at country points and will act as feeders for the river and port terminal elevators.

"De Ducks" Take Corn Profits.

Chinch bugs and grasshoppers, cut worms and green bugs, long have beset the farmer. He, and the grain dealer as well, are not unacquainted with weevils of nearly 57 varieties. Now comes another.

"De Ducks" are troubling farmers this year. The scientific name of the pest is not known, but its identity was established when a corn belt farmer recently applied to his banker for a loan, altho he had just sold his crop.

It appeared to the banker there must be some extraordinary reason for this need of funds immediately after the marketing of a bountiful crop and he asked for an explanation. This is what the farmer told him:

"I sold my corn for 50 cents a bushel. De duck freight and war tax that left 33 cents; de duck 1 cent commission, that left 32 cents; de duck elevator charges, that left 29 cents; de duck husking, that left 17 cents; de duck hauling, that left 7 cents; de duck hired man's wages and taxes and I'm loser.

Federal Trade Commission on Exchange of Price Information.

Nelson B. Gaskill, chairman of the Federal Trade Commission, recently wrote a member of the millwork cost information bureau:

"The issuance of this list seems to be open to question because of its tendency to induce those who use it to disregard their actual and individual costs and to adopt a standard or average which does not relate to their reserves and upon this uniform basis to add to the margin. The result is a trend toward uniformity of selling price and a lessening of competitive sales on the basis of efficiency.

"It takes away the necessity for individual cost accounting by creating an arbitrary cost standard. It deprives the efficient of the competitive advantage which efficiency gives and tends to raise the selling price to the consumer. Furthermore, the pressure toward the arbitrary use of standard costs disregards the facts that these costs vary continuously not only with the several mills but with the whole industry, and that those changes cannot be reflected to the consumer under the uniform cost list as promptly as by the individual producers each working from his own mill."

Protest Continuance of Food Administration Wheat Discounts.

E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, at Kansas City recently said:

"May 30, 1920, the government abandoned the wheat price guaranty, but for some unexplained reason the war-time differentials was left in force, and today it is enabling the wheat exporter to trim the Kansas farmer for an average of 6 cents a bushel below what the farmer ought to receive. The same is true in all other states."

The aid of the Kansas State Board of Agriculture and the U. S. Department of Agriculture will be enlisted against the practice, failing which Congressional action is planned.

Illinois to Have State Regulation of Weights.

Effective July 1, all weights and measures in use in the state of Illinois were placed under the regulation of the Illinois Department of Trade and Commerce thru recent action by the legislature.

The Department is required to keep complete working sets of all federal weights and measures with which they are to periodically inspect the weights and measures thruout the state. The department's jurisdiction will extend over the scales in use in the country elevators as the act provides "all weights and measures."

Inspectors of the department are vested with power of arrest. A violation of an order of the department is subject to a fine ranging from \$20 to \$500.

Ask for a Grain Rate Reduction.

On July 14th, representatives of the utilities commissions of 14 states west of the Mississippi River, met in Chicago to decide on a repitition to be sent to the Interstate Commerce Commission asking for a reduction in the freight rates on grain, grain products and hay to what they were before Aug. 26, 1920, when the rates were increased. This would mean a 35% reduction from our present rates.

An explanation of the meeting was given by John E. Benton, attorney for the state commissions, who said: The present move for lower grain rates is strictly in the nature of a petition and involves no controversy between the state commissions and the Interstate Commerce Commission.

The price of hay and grain has gone down, and railroads' expenses have been lowered, and we believe the tariffs on the commodities named should revert to the figures used before the raise of last summer.

Economical Water Route on Eastern Sacked Shipments.

A thru eastern all water service for the shipper of sacked grain, feed or seed, is now provided east of Chicago and Milwaukee by the Chicago Steamship Lines, Inc., via the Great Lakes and the Erie Barge Canal.

The commodities are handled in carload quantities, a minimum of 40,000 lbs. for domestic shipments and 60,000 lbs. for export shipments.

The movement to New York from either Milwaukee or Chicago requires about 11 days. Three days are taken to get to Buffalo and the remaining time is required for the transfer at Buffalo into barge vessels and the trip over the canal.

The steamship company at Chicago and Milwaukee will, if the shipper is not located on waterfront and is located on steam tracks, carry the freight to the vessel in motor trucks free of charge. At New York it provides free lighterage to points on New York and Newark Harbors.

The steamship company claims the rate via the water route from Chicago and Milwaukee to New York is 20% under the rail rates.

At present the company has no facilities for the handling of bulk grain on the lakes.

A Tile Bin Wall That Collapsed.

The photograph which is reproduced with this article shows the tile elevator of the Farmers Exchange at Goltry, Okla. The four cylindrical tanks are set some distance apart to provide an open space between them for working purposes. This arrangement also gives an interstice bin between adjacent tanks which it was easy to divide into smaller bins by constructing straight walls to connect the tanks.

Specifications called for reinforcing steel between each course of tile in these straight connecting walls, the rods to be inserted into the main bin walls at the point of joining to tie the straight walls to the curved sides of the main tanks. One of these smaller interstice bins has its floor some distance above the concrete slab floor of the workroom to give headway beneath the bin, which thus became a bin of the familiar overhead type. The bin floor is of concrete with steel rods embedded in it for reinforcing.

Shortly after the house had been placed in operation and at a time when it was completely filled, the manager, Mr. Estill, noticed that the floor of this overhead bin showed a small crack on its lower surface and he immediately decided that it would be safest to remove the grain the bin contained to prevent collapse of the floor. Owing to the fact that the filled house made it impossible to move the grain to another bin in the usual manner, he made a temporary spout to direct the grain to the working floor. It was while he was putting this spout in place that the collapse occurred.

Mr. Estill was below the cracked floor, and when he heard the unusual sounds emanating from above, he was convinced that the floor had given way. His first thought was to dash to safety outside. Instead of the floor, it was the inside tile wall of the overhead bin that had fallen, and when Mr. Estill made his leap from the position he occupied he passed thru the mass of falling tile and grain. How he escaped serious injury or death is difficult to understand, but fortunately he was not harmed.

Later investigation showed that the reinforcing in the inside straight wall was spaced some 32" to 36" instead of being placed in each course, and the rods were not properly tied into the main wall. It is said not to be known whether other walls of the building are reinforced according to specifications.

The failure to place the proper reinforcing in the one wall is claimed to have been due to a difficulty which arose between the sub-contractor for the tile work and his employees. Careful inspection of all work as it progressed should have prevented this collapse.

FRANCE probably will increase the import duty on wheat to approximately 31 cents per bushel. The rate now is about 16 cents per bushel.



Tile Elevator of Farmers Exchange at Goltry, Okla.

Pneumatic Elevator in France.

The American occupation of Bordeaux, France, as a base for its operations against the Germans gave a powerful impetus to the equipment of the port with power freight handling facilities. To the mile of ship-berthing built in 1915 by the French Government the American Army added one and one-half miles equipped with forty powerful electric traveling cranes, erected on steel stanchions. These jetties, constructed of timber, are admirably equipped with a large number of broad gage railway lines running parallel with the River Garonne, connected at each end with large distributing tracks, also installed by the Americans, which are connected direct with the Paris-Orleans Railway main line.

For the handling of grain a private company known as the Union Commerciale de Bordeaux-Bassens on a special jetty 450 ft. long has installed an electrically driven pneumatic suction grain elevating and conveying plant with a capacity of 300 tons per hour.

The storage bins in connection have a capacity of 7,500 tons with equipment for sacking and weighing and automatic transport to any of five covered warehouses having an area of 12,000 square yards. It is thought that the loading out of 300 to 500 carloads per day will be possible and do away with the interminable and costly delays to ships arriving.

The pneumatic grain intake plant of an aggregate capacity of 300 tons per hour will be split into two parts, each dealing with 150 tons per hour, which will feed direct on to a belt fixed on the traveling structure that in turn delivers on to belts in a gangway running along the dock side, and is yet again transferred to other belts running crosswise to the original receiving belt and delivering into elevators for delivery to automatic weighers which discharge into elevators feeding the belts over the bins.

All the belts are capable of conveying either sacks or bulk and the whole of the plant is electrically driven. From the bins the grain can be either sacked off, returned to the ships in sacks or sent direct for storage in sacks to the five storage sheds which forms part of the property. Grain can also be taken in bulk to barges, and arrangements are being made to deliver to cars.

The pneumatic marine towers travel the length of the dock front upon a track of 15 ft. gage. The towers are propelled at a speed of 40 feet per minute by a motor of 25 h. p., upon the first floor. This motor also supplies the driving power for the belt conveyor and tripper.

In the upper part of each of the two steel-framed structures is fixed the receiving tank, from which radiate two universally moveable transport pipes, these being controlled by winches conveniently placed upon the second floor. Ball joints at the top of the hanging vertical pipes, together with detachable lengths of flexible steel tubing which can be attached to the lower end, allow the nozzles to be carried to the farthest corners of all holds.

The receiving tanks are equipped with cyclone dust collectors, thru which the air passes before leaving thru the air pipes, extending

down the back of the structures. The dust separated by these cyclones is re-delivered into the grain in the bucket wheel discharger. Each of the air pipes is provided with flexible connectors, which can be coupled to any of the branches in the pipe line extending along the belt conveyor galleries. Blank flanges over the remaining branches prevent the entry of any air to the system, except that which passes thru the transport pipes.

The grain is discharged from the receiving tanks by dischargers of the rotary type, with which are incorporated a recently patented mechanism whereby the shock, due to the jamming of any foreign substance between the blades of the bucket and its casing, automatically causes immediate reversal of the wheel and the consequent release of the obstacle. By short belt conveyors projecting thru the back of the structures, the grain is then delivered to the belt conveyors which run parallel with the track.

The exhaust pumps are placed in a small building adjacent to the storage bins, and consist of two twin-cylinder units, each unit being driven thru double helical reduction gears by a motor of 250 h.p. Each of these units is connected to the air line which fronts the dock by piping carried along, and on each side of the belt conveyor gallery; cross-over pieces enable either pump to be connected with either elevator. The range of vertical travel of the suction pipes (nearly 20 feet), admits of the average rate of discharge being kept up very closely to the maximum. The approximate power consumed by the pumps, when working at full capacity, will be about 220 h. p.

The gallery along the dock is 328 feet long, while from the dock another gallery conducts the grain 445 feet to the silos for storage.

The two galleries and both the towers are completely covered in with corrugated steel sheathing, and in the case of the gangway along the quayside, sliding shutter doors are arranged in the sheathing at various points. At a position where the two galleries meet, riveted steel joists are connected up to the supporting trestles to form the flooring for the motor house and supports for the machinery. This portion was also quite enclosed with corrugated sheathing.

There was some difficult work experienced in the erection of the 107 ft. box girders over the railway lines. These were assembled upright in three portions in the clearway between the lines, and at a fixed time were turned down, jointed up, and slung into position, the railway stoppage only amounted to some few working hours.

The general contract for the entire plant was held by Thomas Robinson & Son., Ltd., of Rochdale, Eng., while R. Boby of Bury St. Edmunds furnished the pneumatic equipment and Edward Wood & Co., of Manchester, made and erected the galleries. The completed plant is illustrated herewith.

SENATOR KENYON'S resolution for an investigation of the campaign of the Grain Dealers National Ass'n against grain pooling is welcomed by R. I. Mansfield, chairman of the temporary executive com'ite.

Saskatchewan Grain Buyers Want Protection.

At their annual meeting at Regina, Sask., July 16, the Saskatchewan Grain Buyers favored legislation providing for inspection of cars by railway agents at points of shipment, checking up of grain in store on the death of a buyer by a com'ite composed of a member of the Ass'n, a representative of the company and a representative of the grain commission to close his books and account for funds. A request will be made that books and records of country elevators be left with the operators and not removed to the company's head office.

Indianapolis Market Now in Line for Export Shipments.

Rate discriminations prevailing against Indianapolis in favor of other mid-western markets were eliminated when the Interstate Commission approved of a new rate tariff on export grain shipments, when the grain has its origin in Illinois and Indiana.

Effective July 1, the roads serving Indianapolis reduced their rates on export grain moving thru Indianapolis, various amounts ranging from 1½ to 2½ cents per hundred.

Traffic Manager L. E. Banta of the Indianapolis Board of Trade in a statement issued after the reduction was made, said:

As a result of rate discrimination, Indianapolis has practically been shut out from European export business so far as grain has been concerned and has been seriously handicapped in its shipments of grain products. And further, because of the discriminatory freight rates, Indianapolis grain buyers have been entirely excluded from the Illinois and western Indiana fields for export buying, while for domestic grain, Indianapolis has been forced to operate against this 3 cents a 100 charge in favor of the middle Western cities.

But under the new tariff Indianapolis can now resume buying in the Illinois and western Indiana fields. The new rates permit of consignment to Indianapolis grading of the grain here, then a reconsignment for export on the through rate basis.

The Indianapolis grain market will be extensively widened and the shipments into this city will be materially heavier with a noticeable increase in receipts, which have dwindled considerably since the discriminatory rates have been in effect.

The middle Western cities profited greatly, as did the gulf export points, from the "so-called adjustments" of grain rates during the war when rates on export grain shipments were manipulated to divert business from Atlantic seaboard points through New Orleans and other gulf ports.

Indianapolis was left high and dry as a result, its shippers being unable to make any shipments through gulf ports, because of the great advantage held by the shippers west of the Mississippi river, who also, because of these rates, held a decided advantage through Atlantic seaboard points. Middle West cities put as much of their business through gulf ports as possible, using Atlantic seaboard points only when in direct competition with Indianapolis and other cities farther east. In short, the middle West held the advantage both ways and under the new tariff will still have a decided advantage through the gulf ports.

Since the filing of the reduced rates thru Indianapolis the arrangement has been vitiated by the filing of reduced rates to the Gulf from Illinois points. The Illinois Central has made a reduction of 3-cents on all grain effective Aug. 11 from all points on its lines in Illinois to the Gulf.



Pneumatic Suction Elevator, Traveling Marine Tower, Conveyor Gallery, Working House and Storage Bins of the Union Commerciale at Bordeaux, France.

Seeds

SAN FRANCISCO, CALIF.—The Bertrand Seed Co. has completely remodeled its office.

JANESVILLE, WIS.—The Helms Seed Store has gone out of business.—Walter Helms.

GREENE, N. Y.—The Page Seed Co. is planning on making some repairs to its warehouse.

WINNETON, NEB.—We may enlarge our seed warehouse.—Schwartz & Van Camp.

CLOVIS, N. M.—The crops of kafir and maize are looking fine.—Robert Stone, mgr. Robert Stone Grain Co.

WINONA, MINN.—We are building a large warehouse as an addition to our cleaning house.—The Northern Field Seed Co.

JACKSONVILLE, FLA.—E. A. Martin has repurchased his seed business from the receivers.

PLYMOUTH, IND.—George L. Protsman has purchased a one-half interest in the Forbes Seed Co.

WAPAKONETA, O.—One of the buildings of the Ohio Seed Co. is being torn down to make room for a new city park.

FREEMPORT, ILL.—We have enlarged our seed warehouse and have installed a Cliper power mill for cleaning and grading.—The H. A. Hillmer Co.

MOORESTOWN, N. Y.—The Stokes Seed Farms Co. recently reported bankrupt is still solvent and will continue in business as heretofore.

ARNHEM, HOLLAND—Wm. E. Busgers & Co. seed growers and dealers, recently celebrated their 50th anniversary, and at the same time changed their cable address to "Webusco."

NEW YORK, N. Y.—The Doughten Seed Co. of this city is composed of executives and employees of Doughten, Inc., and is presided over by Grant A. Patten.

CHICAGO, ILL.—Prof. William Woodbury of the Northwestern University has developed a new corn which will grow red, white and blue kernels all on the same ear.

FAIRFIELD, IA.—The Bruns Seed Co. operating at Sigourney and Davenport, Ia. has leased a building in Fairfield where it will engage in the field and garden seed business.

NEW YORK, N. Y.—The com'ite on seeds for the Produce Exchange of New York for the coming year follows: William Jacot; M. H. Duryea; Ernest Wehncke; Charles Wimmer; and O. W. F. Randolph.

MINNEAPOLIS, MINN.—During June 530,000 bus. of flaxseed was received at this market; compared with 520,960 bus. received during June, 1920. Shipments during June were 83,020 bus.; compared with 66,840 bus. last June.

CHICAGO, ILL.—A. D. Bradley, long with the purchasing department of the Albert Dickinson Co., of this city, has resigned his position and will go into the seed business on his own account at a location to be announced later.

BELLE CENTER, O.—The Healy Seed Co. is remodeling its seed warehouse. The company makes a specialty of handling Ohio popcorn and announces that the crop this year is excellent.

ATLANTA, GA.—Fire in an adjoining building recently threatened to destroy one of the warehouses of the H. G. Hastings Seed Co. The fire was finally controlled and the only damage to the Hastings' stock of seed was caused by water.

THE LARGE PLANTING of Marquis wheat in Alberta has realized Alberta farmers from \$20,000,000 to \$30,000,000 more than if they had continued to plant the old red fife variety, according to George Hutton, supt. of Agriculture C. P. R. R.

SAN BENITO, TEX.—We have disposed of our corn business and at present are devoting our entire time to the seed business.—Tested Seed Co.

MINNEAPOLIS, MINN., July 20.—The flaxseed crop is uncertain. It has been considerably affected by heat, and is very spotted. In places where it received moisture, the condition is good. In the dry districts, much of it is brown and even at the best, will show a very light yield.—The Van Dusen Harrington Co.

WASHINGTON, D. C.—Based on the 10-year average, the condition of millet July 1 was 103.3; flaxseed, 97.5; field beans, 97.2; field peas, 95.6, and grain sorghums, 107.4. The production this year of these crops, using the yield last year as a basis, is estimated as follows: flaxseed, 88%; grain sorghums, 86.8%, and beans, 98.9%.—U. S. Dept. of Agriculture.

GLADDEN WHEAT is best in Ohio. At the Ohio Experiment Station the gladden wheat has a 12-year average of 37 bus. This is closely followed by Portage and Trumbull which have averaged 36 and 35 bus., respectively, for 12 years. The gladden variety is a selection from the gypsy; Portage and Trumbull are selections from Poole and Fultz, respectively. Neither Fultz nor Poole have yielded as high as these selections. The comparative yields of old varieties are: Mealy, 34; Nigger, 34; Valley, 34; Poole, 34; Rudy, 34; Fultz, 33; Gypsy, 33; Mediterranean, 32; Fulcaster, 31; Velvet Chaff, 30; Turkey Red, 27.

SALT LAKE CITY, UTAH.—The Western Seed Growers Ass'n during the coming season plans to pool its seed thru local organizations. The ass'n's board of directors will draw a contract with some seed dealer in the community who will handle the seed from the farmers as well as finance and market it. H. K. Wiley, former pres. of the Idaho Seed Growers Ass'n says: The seed growers feel that whatever plan of organization is to be carried out, the service and the financial aid which existing organizations can give cannot be ignored. Building up of new machinery for the handling of products and inexperienced managers who have never had any particular work in the sale of commodities have been the chief causes of failure with many organizations.

SOY BEANS in South Dakota is the subject of an interesting contribution of the South Dakota Agricultural Experiment station at Brookings. The booklet tells the adaptability of the crop in South Dakota, recommends the kinds that are the best suited for use in the production of seed, the kinds best suited when the crop is used as a legume in the place of clover and peas and also explains the value of the crop when used in hogging down. Of the possibility of the crop in South Dakota the following is said: "This state will probably not be able to compete with the southern states in the production of soy beans for grain but sufficient seed of the best varieties should be grown here to supply the local demand for seeding purposes. Only by doing this, can a source of good seed, well acclimated to this state, be established."

THE KEEPING QUALITIES of sugar beet seed was the subject of an investigation carried on recently by M. Saillard and M. Vehring, Paris, France. The experiments were conducted in the laboratories of the Syndicate of French Sugar Manufacturers. Seeds of 98% germination retained their germination power when heated as high as 140 degrees F. Seeds having 36% germination were mostly killed by the same heat. A heat of 176 degrees F. retarded the germination only slightly. The tests were carried on because the French Minister of Agriculture recently announced that premiums would be given to those who assisted in or completed the construction of a drier suitable for drying sugar beet seeds prior to shipment.

NORTON, O., July 11.—Harvesting of timothy seed is in progress.—D.

MURFEEBORO, TENN.—We are just entering into the seed and grain business.—Henry King & Co.

DES MOINES, IA., July 20.—Timothy seed harvest made good progress during the past week. The yield generally is good to excellent, but in Wayne County, which is the center of timothy seed production in the United States, the crop is reported light.—U. S. Dept. of Agriculture.

AT TOLEDO the following schedule of cartage rates on seeds has been approved by the board of directors of the Toledo Produce Exchange, and will be in effect on and after Monday, August 1: 1 to 6 bags 75c; each additional bag up to and including 21 bags 7c per bag; 22 bags to 31 bags, inclusive, \$1.90; 32 bags and over 5c per bag.

MINNEAPOLIS, MINN.—Summarizing the flaxseed situation the Archer Daniels Linseed Co. says: The increased European demand for cake has caused the European crushers to be active buyers of Argentine flaxseed. Late cable reports advise a 10 cents per bushel advance on that market. Stocks of flaxseed have been accumulating in Duluth for some months, and considered a bearish condition by some, but evidently they were owned by crushers as shipments this month have taken about half of the accumulation. Argentine stocks have been reduced one-half by the enormous shipments of the past two weeks. There is no great demand for fall or new crop seed as there has been but little inquiry for fall and winter oil. Farmers and speculators, as usual, expect higher prices.

TOLEDO, O.—Damage by drought has been done possibly, but probably no more of a setback than it receives every year. Harvest time will have to prove that. The drought conditions in England, as well as the continent, should prove a factor later. Believers in lower prices point to the large imports received and still coming in a small way. Some of it had its effect early with sale hedges here at \$9 for October. \$12.00 seed looks fair, taking world conditions into account. But if present prospects are reduced materially, may make a difference considering that domestic stocks were practically cleaned up last season. Trade has been pretty light all season. Open contracts here the lightest in years. Look for quick changes both ways as the orders come.—J. F. Zahm & Co.

TOLEDO, O.—Clover Seed has enjoyed a good advance the past week. Trade has been light but scattered buying orders from the country found little seed for sale. Strength in grain market has helped. Crop has not secured a good start. Europe is suffering from drought. Imports show sharp falling off. Open trades at present are the smallest in recent years. Country has not cared to speculate. Money is still tight. Year ago October was selling around \$24.00 and December around \$23.00. Present prices may be too low considering crop conditions here and abroad. It takes prime of this year's crop to fill contracts. Avoid buying on the bulges. Alsike has been strong. Country offerings are very light. They do not look with favor at bids of seven and eight dollars on N. E. G. seed. Speculative trade is very light and small orders are hard to execute.—C. A. King & Co.

JOHNSON GRASS which is now grown in some parts of the south, grows wild in practically all parts of the Mediterranean basin and is especially prevalent in Italy. Following the reports of an extensive distribution of the seed in this country an Italian Experiment Station at Rome thru E. Pantanelli made the following announcement: In Europe the plant is considered the worst kind of a weed because of the difficulty found in rooting it out. In India where the plant also grows wild it is often dried and used as fodder. In Egypt it

is only used as fodder when other fodder is short. Imported by chance into Australia it is used extensively as a fodder. One advantage Johnson grass has, is that it will continue to grow during a dry season and produce a good crop of hay at a time when there is a great shortage of other fodder.

NETHERLANDS EXPORT SEED TRADE seems to be in a very unsatisfactory state. The acreage under cultivation in seed production this year is far smaller than that of a year ago as a result of the great slump in prices in 1920. This slump was due mostly to the inability of Germany and Austria to buy their usual supplies. As a result of the falling off in demand last year considerable stocks were accumulated. The export of seeds to all countries so far this year has amounted to only 50 per cent of the shipments in the same period of 1920. On the other hand, the exports of the principal seeds to the United States has increased materially. The export of caraway seed fell from a value of over 500,000 guilders (1 gilder equals \$0.42 at normal exchange) in the first five months of 1920 to half that value in the same months of the current year, while exports to the United States increased from a value of \$24,570 to a value of \$47,363. Exportation of other seeds to the United States has increased proportionately. There have been increased exports of grass seed, of which the United States received a large share, and of linseed. There was a large increase in shipments of sugar-beet seed, nearly all of which went to the United States. Most of the garden seeds exported showed material decreases.—Consul George E. Anderson, Rotterdam.

From the Seed Trade.

WAPAKONETA, O.—The alsike is turning out fair. The clover is uncertain. The recent rains were very valuable.—Ohio Seed Co.

TIFFIN, O.—Timothy and alsike for seed will be a fair crop but clover will be a very slim affair for seed. Will have to import this season.—Walter Trumpler.

MEDIA, ILL.—Some clover is being hulled. The acreage was small but the yield is good. Very little timothy in this locality.—E. G. Lewis Seed Co.

MISHAWAKA, IND.—We will have no red clover to offer this year and we expect to buy to fill our requirements. Possibly there may be a little alsike clover to offer.—Grange Elevator Co., per A. E. Castleman, manager.

FORT SMITH, ARK.—Very little seed is produced in this section. Altho Arkansas will probably produce this season, the largest corn crop that it ever raised, but little of it will be shipped out for seed.—Arthur G. Lee.

ALEXANDRIA, VA.—We will have about one-half a seed crop in this section this season because of the dry weather in May and June. The quality of the orchard grass crop is good.—W. H. May & Son, Inc.

ST. LOUIS, MO.—The spring season is past, and the fall season has just commenced. There is some demand for rye already, and supplies here seem to be equal to it. Very little timothy, clover, blue grass, and orchard grass are inquired for as yet.—Chas. E. Prunty.

WATERLOO, NEB.—While principally a small grain and a corn country eastern Nebraska is growing more legumes each year. Its only a question of time until the clovers, etc., will be grown on all farms. Alfalfa has been excellent this year, some seed will be threshed but not much.—J. C. Robinson Seed Co.

FAYETTEVILLE, TENN., July 20.—The crimson clover crop, from 600 to 800 bus., is about all threshed and the quality is fair. Red clover will be cut in a few days and an average yield is expected. Millets and the sorghums have been hurt by the dry weather and we can only expect 40% of a millet seed crop.—William M. Smith.

OWOSSO, MICH.—New alsike clover seems to be turning out fair but farmers do not like the prices being paid, the same not being in line with production costs and land values. Considerable seed will be held for higher prices.—George W. Young Co.

ARCHBOLD, O.—Seed acreage in this section is the biggest in twenty years. Alsike is giving two bushels to the acre. Mammoth is looking very good and it also looks like it will fill well. Red clover is in bloom and we can tell more about it later on.—Peter Lugbill.

WINONA, MINN.—Alsike is going to be a fair average crop. Red clover will be very short in this section. Timothy will be a short crop on account of too much hot dry weather. Meadows were thin and this has taken considerable more acreage for hay.—Northern Field Seed Co.

NEW ORLEANS, LA.—Louisiana is not much of a grass seed country. The only thing we grow here is Lespedeza and Louisiana red rust proof oats, but not in great proportions. Both are looking well and the crop will be about normal. In this state the planting of different clovers is very limited, growing clovers for fodder and such legumes as ordinary cow peas, soy beans and velvet beans.—The J. Steckler Seed Co., per J. Steckler.

SHENANDOAH, IA.—Timothy prospects in our particular section of the state are not very promising. The stand is thin and the heads are only fair sized. There is a question just what the yield will be. The weather during the early part of the season was not favorable. The same holds true a good deal for our clover. The crop will not be as large as we had last year. Considerable winter killing and early dry weather had rather a bad effect on the crop. Other crops are good.—May Seed & Nursery Co., per I. B. Raeder, sec'y.

ST. LOUIS, MO.—Offerings of new crop timothy seed from the producing sections, basis average country run, have been rather large recently, but not much trading being done, as local dealers prefer to wait until they can see samples of new seed to get an idea on quality. We expect new timothy to start to move directly after Aug. 1st and believe we will see a good consignment business to this market during August and September and we anticipate handling considerable seed in this manner during the coming season. St. Louis is a good consignment market on timothy, red clover and redtop during the fall months, both on less than car lots and carlots on timothy and less than carlots on red clover and redtop and feel country dealers will profit by shipping to St. Louis.—C. H. Apel, Kellogg-Huff Commission Co.

LAWRENCE, KAN.—It is rather early to say much about growing crops of grass seed, but our estimates follow: Meadow fescue: Aggregate yield about 100% greater than 1920. Seed is of average quality excepting in color which will be darker. Timothy: This is not a very important producing section, we think crop will be smaller than 1920 and much smaller than 1919. Quality about average. White sweet clover: Acreage about normal but how much will be cut for seed it is impossible to tell at this time. The extremely low prices prevailing during the past year have been very discouraging to growers which will no doubt have an influence on acreage cut for seed. Alfalfa: It is impossible at this time to even estimate what alfalfa will do in the seed producing line this year. The acreage has been considerably reduced and many fields were seriously hurt by aphid and freezing weather during the first crop period. Weather conditions from now on will be the important factor. Seed crop will be late. German millet: The acreage has been considerably reduced from 1920, owing to unsatisfactory market conditions prevailing during the past season. Growing conditions about normal.—The Barteldes Seed Co.

ROCHELLE, ILL.—Alsike clover seed is making a fair yield but the quality is below normal, with a surplus in this and nearby localities. The acreage of timothy is small and every indication there will be no surplus timothy to offer. Many red clover fields are looking fairly good. The plants are small, however, and inclined to be thin stands on the fields with acreage below normal.—Rochelle Seed Co.

SPRINGFIELD, Mo.—No blue grass is produced in this section of the state for seed purposes, the most of it being produced farther north. The territory around Springfield is a fruit and dairy section and the grain and grasses produced are used largely for pasture and hay. Neither is sunflower produced at all in this section for seed, that crop being confined largely to the southeastern part of Missouri.—Springfield Seed Co., per R. R. Ricketts, pres.

MILWAUKEE, WIS.—The present low price at which field seeds are selling should create a very large demand thru-out the entire coming season. We believe that most lines of business are already back to a normal basis, this fact together with a general easing up in the money market will all have a tendency toward better conservative business. Wisconsin will undoubtedly have a large quantity of high-grade field seeds to offer. Several sections of the state have suffered damage from drought, but as a whole it looks as tho we would harvest a fair crop of seed.—North American Seed Co.

The French Seed Trade.

Of the conditions of the seed trade in France, Michel Cherot, a Paris seed dealer writes under date of June 23, as follows:

Crimson clover yield will only be average this year owing to the drought which has compelled the farmers to cut a large part of the crimson clover for forage. If the weather remains favorable until after threshing time the quality of the seed is expected to be fine. Stocks on hand tho, of the last crop are still large.

Red clover stocks in the hands of the dealers are light. Most of the stocks of the last crop are held by the farmers. The least demand should cause an important advance in prices.

The coming crop of alfalfa will be good. French stocks are not large but it is reported that much of Italy's 1920 crop remains unsold.

The early reports indicate that the crop of French grown tall oat grass has also suffered from the drought and that the crop will not be large.

Minnesota Experiments on Rust Resistant Wheat.

A lengthy series of experiments with wheat have been conducted by the Pathology Section of the University of Minnesota co-operating with the Bureau of Plant Industry, U. S. Dept. of Agriculture. Dr. E. C. Stakman of the University and M. N. Devine of the Bureau have had charge of the work.

In a report of the work Dr. Stakman explained the continual finding of new and different strains of rusts was adding to the difficulties of the scientists in securing a rust resistant wheat.

One of the difficulties experienced was that wheat found to be rust resistant in one part of the state often would not resist rust in another section of the state where the rust was of a different strain.

Eradication of the common barberry, according to Dr. Stakman, should gradually cause these varieties of rust to die out. Thus far no seed is ready for distribution.

New Iowa Seed Law.

The Iowa pure seed law effective July 1 follows in part:

Agricultural Seeds Defined.—Section 1. "Agricultural seeds" shall mean the seeds of Canada bluegrass, Kentucky bluegrass, brome grass, fescues, millet, tall meadow oat grass, orchard grass, redtop, Italian rye grass, perennial rye grass, kafir corn, sorghum or cane, sudan grass, timothy, alfalfa, alsike clover, crimson clover, mammoth or sapling clover, red clover, sweet clover, white clover, Canada field peas, cowpeas, soy beans, vetches, and other grasses and forage plants, buckwheat, flax, rape, barley, field corn, oats, rye, wheat and other cereals. "Weed seed" shall mean the seed of noxious weeds listed herein, and all seeds not listed above as agricultural seeds. "Noxious weeds" shall mean quack grass, Canada thistle, common wild mustard or charlock, Indian mustard, buckhorn, Perennial Sow thistle, sour curled or smooth dock, wild oats, corn cockle, dodder (clover, alfalfa or field), sheep sorrel, and wild carrot, and such other plants as may be declared to be noxious weeds as provided in the next succeeding section. "Commissioner" shall mean the state dairy and food commissioner, or his agents thereunto duly authorized as the context may require. "Purity" of agricultural seed shall mean freedom from inert matter, and from other agricultural or weed seed distinguishable by their appearance.

Labeling.—Sec. 3. All agricultural seed offered or exposed for sale, or sold in package or wrapped form for seeding purposes shall be labeled on the package or container as provided in sections 4 and 5 and in addition thereto shall have printed on the label prescribed in said sections:

1. The approximate percentage by weight of the purity of the seed.

2. The approximate total percentage by weight of weed seed.

3. The name of each kind of seeds or bulb-lets of noxious weeds which are present, singly or collectively, as follows:

a. In excess of 1 seed or bulblet in each 5 grams (approximately 1-5 ounce) of timothy, redtop, tall meadow oatgrass, orchard grass, crested dogtail, Canada bluegrass, Kentucky bluegrass, fescues, brome grass, perennial and Italian ryegrass, western ryegrass, crimson clover, mammoth clover, red clover, white clover, alsike clover, sweet clover, alfalfa, and all other grasses and clover not otherwise classified.

b. One in 25 grams (approximately 1 ounce) of millet, rape, flax, and other agricultural seeds not specified in "a" or "c" of this subsection.

c. One in 100 grams (approximately 4 ounces) of wheat, oats, rye, barley, buckwheat, vetches, and other agricultural seeds as large or larger than wheat.

4. The approximate percentage of germination of such agricultural seeds, together with the month and year said seed was tested and, if corn, the county and state where grown.

Sec. 4. Mixtures of alsike and timothy, alsike and white clover, redtop and timothy, alsike and red clover, offered or exposed for sale or sold as mixtures in package or wrapped form for seeding purposes and in lots of ten pounds or more shall be labeled on the package or container as to the quantity, percentage of weed seed present, the name of vendor, in the manner prescribed for pure agricultural seed and in addition the label shall contain the following specific items: The fact that such seed is a mixture. The name and approximate percentage by weight of each kind of agricultural seed present in such mixture in excess of 5% by weight of the total mixture. The name of each kind of seeds or bulblets of noxious weeds, which are present singly or collectively in excess of 1 seed or bulblet in each 15 grams (approximately 3-5 ounce) of such mixture. The approximate percentage of germination of each kind of agricultural seed present in such mixture in excess of 5% by weight, together with the month and year said seed was tested.

Sec. 5. Special mixtures of agricultural seed except as provided in the preceding section, offered or exposed for sale, or sold in package or wrapped form for seeding purposes and in quantities of 8 ounces or more shall be labeled on the package or container prescribed in the preceding section, except that the percentage of germination need not be stated, but the label shall contain a statement showing the approximate percentage by weight of inert matter.

Sec. 6. The label on a package or container of agricultural seed may be written instead of being printed, but when written, the writing must be plain and legible.

Sales in Bulk.—Sec. 7. In case agricultural seed or mixtures of the same are offered or exposed for sale in bulk, or sold from bulk, there shall be conspicuously displayed in connection therewith a placard containing the items required on the label of such seed when offered or exposed for sale, or sold in package or wrapped form, or in lieu of this requirement the vendor may furnish the vendee with a printed or written statement containing the said items.

Sec. 8. In every sale of agricultural seeds or mixture of the same it shall be presumed that the said seeds are free from weed seeds unless the label on the package or container specifies

the presence of such weed seeds or the purchaser is informed of the presence of the same in the manner provided in the preceding section.

Analysis Fee.—Sec. 9. Any person purchasing any agricultural seed in this state for his own use may submit fair samples of said seed to the dairy and food commissioner, accompanied by an analysis fee of 50c for each sample and a proper analysis of the same shall be made and furnished.

Exemptions.—Sec. 10. Agricultural seeds or mixtures of same shall be exempt from the provisions of this title: When possessed, exposed or offered for sale, or sold for food purposes only. When sold or in store for the purpose of re-cleaning or not possessed, offered or exposed for sale, or sold for seeding purposes within this state. When sold by one farmer to another and delivered upon the vendor's premises; but if such seed is advertised for sale or is delivered through a common carrier, then the seed shall be subject to all the requirements of this title, provided, however, that this exemption shall in no event be construed as permitting the sale of agricultural seed containing the seed of Canada thistle, quack grass, dodders (clover, alfalfa or field), buckhorn and wild carrot in violation of the next succeeding section.

Sec. 11. No person shall sell, offer or expose for sale or distribution for the purpose of seeding, any agricultural seed unless such seed is free from the seed of Canada thistle, quack grass and dodders (clover, alfalfa or field), buckhorn and wild carrot.

Sec. 13. It shall be the duty of the commissioner to examine, analyze and test agricultural seed sold, offered, or exposed for sale within this state. For the purpose of such examination, analysis or test he shall have free access at all reasonable times to any and all premises and to any railroad car, automobile or other means of transportation whereupon such seed is kept or stored or being transported. He may take from such seed two composite samples, thoroughly mixed, which shall be securely sealed. One sample shall be given to the owner or his agent in person if present, and if not present shall be promptly forwarded thereunto, and the other shall be retained by the commissioner for analysis. If it is found that such sample does not conform to the standards upon the label attached to the lot from which it was obtained, the vendor or consignee, if known, shall be immediately notified, and a copy of said notice shall be mailed to the person, firm or corporation whose label was affixed thereto. The commissioner may make such further investigation as he may deem proper.

Sec. 14. It shall be the duty of the attorney general to prosecute or cause to be prosecuted, all persons, firms or corporations violating the provisions of this act as provided in the next succeeding section, and for that purpose may require any county attorney to appear on behalf of the state.

Penalty.—Sec. 15. Any person, firm or corporation violating any of the provisions of this act, except those contained in section 12, 13 and 14 hereof, or in any manner interfering with the commissioner or his agents in the discharge of their duties shall be guilty of a misdemeanor and upon conviction thereof shall be fined in a sum not less than \$100 nor more than \$500.

Under this law the farmer can not haul the seed off the farm until he has labeled it. As the farmer is not qualified to test seed presumably he will be required to send a sample and 50 cents to the state dairy and food commissioner, in order to learn the correct description of his crop; and even so, under Sec. 11 if his crop contained the small percentage of noxious weed seeds specified he could not sell it.

Sec. 11 is impracticable and can not be enforced against seed dealers, since it provides the seed must be absolutely free from the specified weeds. A reasonable construction of this section would permit some small percentage of tolerance of weed seeds that may remain after a fairly clean crop has passed thru the best re-cleaning machinery. As the courts invariably must construe a criminal statute in favor of the accused and against the law any dealer, fined as provided in section 15 for an infinitesimal impurity of noxious weeds, by an appeal to the higher courts could have the judgment against him set aside.

GERMAN INTERESTS have been making large purchases of the poorer grades of rice on the New Orleans Rice Exchange. It will be used in Germany in the manufacture of beer for export. Now that this country is dry Germany contemplates quenching the thirst of Mexico, Central and South America. In the past the beer wants of these countries was supplied solely by the United States.

Weed Seeds Increase in Colorado Alfalfa Seed.

The Colorado Seed Laboratory, commenting on the purity of the seed tested this year and last year, said recently:

Approximately twenty per cent of last year's samples contained dodder, while forty-five per cent of this year's samples contained dodder.

Forty per cent of last year's samples contained species of weed seeds listed noxious in the Colorado seed law. Fifty per cent of this year's samples contained noxious weed seeds.

The average germination for the two years is practically the same, nearly seventy-one per cent. Forty-five per cent of all germinations fell between sixty and eighty per cent.

Imported Turkestan alfalfa seed shows the highest germination and the lowest per cent of hard seeds; Grimm alfalfa ranks next, while certain strains of common alfalfa seed grown in portions of the alfalfa-seed-producing section of the United States contain the highest per cent of hard seeds, varying from thirty per cent to sixty-five per cent.

Objectionable Seed Legislation.

One of the most interesting addresses at the recent convention of Southern Seedsmen was delivered by Herbert Bebb, Chicago, Ill., and was entitled "Seed Legislation." A part of the address follows:

All but five of the states of the Union have passed laws bearing in some way upon seed and thirty-five states have passed what may properly be called pure seed laws. Experience has shown that in many cases the moving spirit behind such legislation is a representative with an individual grudge against an individual dealer.

Seedsmen as voters are sadly in the minority, and if they confine their efforts to obstructive tactics can accomplish but little. As examples of the sort of legislation that may be expected from such a demand we may refer briefly to the three laws which seem most conspicuous at present.

The Iowa Seed Law is the most recent example of amateurish draftsmanship and as a crowning blunder prohibits the sale of seed containing seven weeds. Since it is impossible to be sure of the absence of dodder, for example, from alfalfa, this law forces seedsmen to commit repeated technical misdemeanors.

As a lawyer I find it difficult to express adequately my disapproval of such legislation.

A second example in our own field is found in the Oklahoma law with its ridiculous requirement of 18-point type on garden seed packets and its provision for unlimited liability to damages.

Last but not least we have the Texas law which is without exception the crudest piece of legislation of any kind that it ever has been the writer's misfortune to deal with. The first section for example, contains mistakes of spelling and punctuation, which indicate that the draft was prepared by a stenographer totally unfamiliar with the technical terms involved and passed through committee and legislature without revision. The second section substitutes "or" for "of" in such a way as to spoil the sense. There are two sections requiring in different wording a statement of percentage of purity and perhaps the most glaring mistake of all is in the appropriation clause, where a space is left for the amount, but no figures are inserted. The presence of such clear mistakes of form indicates the probability that matters of substance received inadequate consideration.

In conclusion Mr. Bebb pointed out that if the seedsmen paid more attention to the production of purer quality seed there would be but little need for seed legislation. He also urged the paying of premiums for high quality seed and suggested that it would be well for the seed dealers to do more field inspection work.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Ft. Smith, Ark.—The Western Grain Co. recently held a meeting and J. Herman Hunt, pres., announced that he wished to retire from business and his stock was purchased by W. J. Pendergrass who succeeded him as pres. of the company and gen. mgr., Ed. Hunt, vice-pres., and Chas. F. Kent, sec'y-treas.

CALIFORNIA

Modesto, Cal.—Bulk handling of grain is now a certainty here and an elvtr. will be built.

Oakdale, Cal.—The grain warehouse of A. L. Gilbert burned July 7 with a loss of \$20,000. It is partly covered by insurance.

Modesto, Cal.—The Morgan & Miller Grain Co. has moved its offices to "H" street where it has an up-to-date place. C. J. Stanley is mgr. here.

Sacramento, Cal.—The Jones Bill, providing for payment for all valuable dockage if grain is purchased on federal grades, becomes effective Aug. 1.

San Juan Capistrano, Cal.—John Osterman has taken the lead in organizing a company to work in conjunction with the State Farm Bureau Federation and build a bulk grain elvtr.

Oakland, Cal.—The Albers Bros. Milling Co., which has used its warehouse here in connection with its milling business, has announced that it intends to engage in the export of grain and use the warehouse for public storage. The company has asked the Railroad Commission to establish rates for storing and handling grain in the warehouse to correspond with the tariffs in effect at Porta Costa warehouses.

CANADA

Dundas, Ont.—The Motherwell Grain Co. has been incorporated for \$50,000.—B.

Kingston, Ont.—James Richardson & Sons, Ltd., have bot a tug and have named it "The Susie Chapman."

Eriksdale, Man.—Lightning struck the elvtr. of the Lake of the Woods Milling Co. and it is a total loss. About 2,000 bus. of wheat were also destroyed.

Toronto, Ont.—David Stewart of the staff of the N. Bawlf Co. at Winnipeg, will succeed S. Jones as mgr. of the company's office here. Mr. Jones will return to Winnipeg.

Winnipeg, Man.—H. Jacob Hansen has bot the membership of L. Beck in the Grain Exchange and will open a wire office in the Grain Exchange Building. He will be local agt. of James E. Bennett & Co., Chicago. He was formerly credit mgr. for Lamson Bros. & Co.

COLORADO

Yuma, Colo.—The Moses Grain Co. is installing a F.-M. Motor and a Trapp Dump.

Akron, Colo.—The Farmers Union Co-op. Co. recently suffered a small fire loss in its mill.

Limon, Colo.—We will install a Moffit Truck Dump.—W. C. Moore, sec'y-treas. Equity Merc. Ass'n.

Fort Morgan, Colo.—The Farmers Platte Valley Milling & Elvtr. Co. will close its plant for a few days for repairs.

Calhan, Colo.—D. B. Sportsman has succeeded me as mgr. of the Calhan Farmers Co-op. Elvtr. Co.—Lester L. Yowell, Holyoke.

Flagler, Colo.—Mayor R. M. Farquhar has organized the Flagler Grain & Elvtr. Co., which is building a 15,000-bu. elvtr. here.

Bethune, Colo.—The Nebraska-Colo. Grain Co. has an elvtr. under construction here. T. H. Dillon has succeeded L. C. Erickson as mgr. for the Farmers Elvtr. Co.

Akron, Colo.—We are intending to overhaul our elvtr. this fall and to install a motor, blower and car puller.—E. A. Hart, Washington County Farmers Union Co-op. Co.

Burlington, Colo.—The Nebraska-Colo. Grain Co., Sidney, has bot the elvtr. of the Burlington Grain Co., Hugh Baker, prop., and is now in possession. W. D. Gray is mgr. He was formerly at Dix, Neb.

Nunn, Colo.—The Colorado Mill & Elvtr. Co. has let contract to the Burrell Engineering & Construction Co. for a 60,000-bu. concrete elvtr. Work will be started at once and the house will be up-to-date in every way.

Stratton, Colo.—Construction has been started on the 18,000-bu. elvtr. of the Nebraska-Colo. Grain Co. here. It will be equipped with an F.-M. Gas Engine and Fairbanks Wagon Scale. Geo. Powell of Denver has the contract.

Bovina, Colo.—J. E. Rule has completed a 3,000-bu. dump sink increasing the capacity of the elvtr. to 18,000 bus. The elvtr. is being covered with iron and a Clipper Cleaner is being installed. It is also planned to later put in a truck dump and a 10 ton scale.—E. G.

Sterling, Colo.—The wire office of James E. Bennett & Co. here has been taken over by the Scott-George Grain Co., of Denver. The office will be operated hereafter in the name of the latter firm. M. T. McDaniels, formerly with E. W. Wagner & Co., Chicago, is mgr. Both cash and future grain are handled.

IDAHO

Nampa, Ida.—Nampa Seed & Grain Co. incorporated for \$10,000 by R. C. Fisher, R. J. Huester and W. R. Fisher.

Montour, Ida.—Our firm name is the Gem Milling Co. and we began operation last week.—H. A. Pugh, former owner of mill and elvtr.

Buhl, Ida.—The Buhl Flour Mills, Ltd., have been organized for \$100,000. Claude Brown is sec'y. Excavations are being made for a new plant.

Emmett, Ida.—Plans of the Co-op. Exchange have been completed and nearly all the money required has been raised, for the building of a 50-bbl. mill and a 20,000-bu. elvtr., which will be erected first.

Pocatello, Ida.—J. H. Bailey, who resigned as gen. mgr. for the Peerless Flour Mills at Norton, Kan., now has headquarters here and has charge of the Idaho interests of the Scott-George Grain Co., of Denver, Colo.

ILLINOIS

Fletcher, Ill.—The Fletcher Grain Co. will build an elvtr.

Newton, Ill.—The elvtr. of T. F. Mooney & Co. is not in operation at present.

Williamsfield, Ill.—Verne L. Marks, of Mendota, is now mgr. for the Farmers Co-op. Elvtr. Co.

Elburn, Ill.—We have bot the business of the Elburn Lumber & Implement Co.—Elburn Co-op. Co.

Brook (Grant Park p. o.), Ill.—The Grant Park Co-op. Grain Co. has succeeded the Farmers Elvtr. Co. Ben Maas is mgr.

Cropsey, Ill.—Harry Heiser has resigned as mgr. for the Farmers Co-op. Co. and is now with the American Co-op. Auditing Ass'n.

Paxton, Ill.—J. C. Maddin of Varna, formerly owner of elvtrs. at Del Rey and Ridgeville, has succeeded Carl E. Bengtson, who has resigned, on account of ill health.

Bloomington, Ill.—The Beach-Wickham Grain Co. has opened a new office in the Unity Building with Earl Fenton and W. E. Walker in charge. Both were formerly with the Worth-Gyles Co.

Edwards, Ill.—We have a new 35,000-bu. concrete elvtr. but have not started operation yet. We expect to in a day or so however when our mgr. arrives.—Geo. P. De Vault, sec'y Farmers Co-op. Elvtr. Co.

Galesburg, Ill.—B. L. Christy has succeeded in making arrangements to move his own offices to this city from Viola his former headquarters, and all mail should be addressed to him here, at the Galesburg, Bank building.

Griggsville, Ill.—The Griggsville Co-op. Elvtr. Co. has been organized and officers elected. Capital stock is \$30,000. The company will build an elvtr. ultimately, but, for the present grain will be handled thru a warehouse.

Stanford, Ill.—The elvtr. of Murphy & Ewing, containing 4,000 bus. of oats and 700 bus. of corn, burned recently with a total loss. The building loss was partially covered by insurance and the grain was fully covered. The house will be rebuilt.

Lincoln, Ill.—Henry Armstrong, a farmer residing near Stanford, tried to pass his check on a Hartsburg bank, for \$137 on the Fernandes Grain Co., was captured after a chase and charged with operating a confidence game. Friends came to his aid and he was released.

Petersburg, Ill.—H. A. Hueffner, formerly owner of the Hueffner Mill & Elvtr. Co. and the Wilms Elvtr. has bot the Wilms Elvtr. again and will re-engage in the grain business. J. C. Beckman has succeeded E. C. Combs as mgr. for the Junction Grain Co., Mr. Combs having resigned and moved to Springfield.

Roberts, Ill.—At the sale of the property of the Roberts Co-op. Grain Co., July 9, the 2 elvtrs. office, etc., were offered only in one block and were bot by farmers of Lyman township who have founded the Farmers Grain Co. Possession was given at once. M. Higdon of Tonica is mgr. The price paid was \$22,200.

Freeport, Ill.—C. N. Fank who operated a coal yard here and a grain elvtr. and coal yards at Wadham and Warren, disappeared several weeks ago. The Central Trust Co. of Chicago was appointed trustee. The yard here is closed but the plant at Wadham has been operated by L. F. Keely, mgr. for Fank.—The H. A. Hillmer Co. (The records of the Journal show that the elvtr. at Warren was sold by Fank last September.)

Arcola, Ill.—On July 22 Michael T. Quirk, pres.; John Quirk, his son, cashier; Frank Quirk of Knox, Ind., and Edward Quirk of Arcola, brothers; John M. Ernst of Richmond, Ind., and Ralph G. Ernst of St. Louis were indicted on 204 counts on charge of conspiracy to defraud the Bank of Arcola of \$516,000. The bank officials are alleged to have allowed John M. Ernst, of John M. Ernst & Co., to overdraw his account to the amount of \$70,000 and to have loaned him \$45,500 without proper security.

Williamsburg, Ill.—The elvtr. of Wm. H. Whitlock & Sons, containing 1,000 bus. of grain burned at 6 p. m., July 2. Fire caused by sparks from locomotive. It was discovered below the cupola near a dormer window on the track side. It was an old elvtr. with a shingle roof and in bad condition. The loss is total, being estimated at \$25,000. The company will rebuild it in the fall. The elvtr. alone was valued at \$16,000 and is partially covered by insurance. The Miller National Insurance Co. is one of the insurers. Sparks from the elvtr. fired the corn crib of John Gillon which was near to the burning building and destroyed it with 1,800 bus. of corn.

Peoria, Ill.—In default of interest on \$150,000 worth of bonds of the Conover-McHenry Elvtr. Co., Henry Lyman Child, filed suit July 12 in the circuit court asking that he be given judicial possession of the property as trustee that it may be placed in operation in time to handle the wheat crop for the benefit of the holders of the bonds and creditors. On July 16 he was appointed receiver for the company under bond of \$25,000. It is the intention to lease the elvtr. which is located at East Peoria. Secretary McHenry of the company was in court this morning. The company, involved financially, was unable to meet the installment on the bonds and the property was sold for taxes.

CHICAGO NOTES.

The Warehouse Com'lte of the Board of Trade has just ruled that in the absence of Board of Trade weights 80 per cent of the probable value shall be paid on carloads delivered under Sec. 1 of Rule XXI, final settlement to be made on Board of Trade weights.

A stalk of corn 14 feet tall was exhibited in the corn pit July 20 by E. F. Leland & Co. It was grown near Carroll, Ia.

H. J. Hansen, formerly credit mgr. for Lamson Bros. & Co., is now in charge of an office in Winnipeg, where he is mgr. for James L. Bennett & Co.

Caleb Wilde Hammill, a member of Shearson, Hammill & Co., brokers, died in Paris, France, July 20. He is survived by his wife and one daughter.

Berton L. Kittle, at one time a well known member of the Board of Trade, died recently at the age of 59. He retired about 10 years ago, but held his membership until 1915.

Corn in 22 bins of the South Chicago Elevator Co. was posted as out of condition July 13. A little is badly out of condition and much of it is only warm or heating, the total contents of the bins exceeding 100,000 bus.

Elmer Olson, an iron worker employed on the Chicago & Northwestern Elvtr. which was destroyed by a dust explosion, Mar. 19, and which is being slowly re-created, fell July 15 from a girder 105 ft. in the air. He was instantly killed.

INDIANA

Fulton, Ind.—Herman Mathias is now working for the Fulton Grain & Lbr. Co.

Pleasant Lake, Ind.—The Shippers Ass'n is strongly in favor of forming a Farmers Co-op. Elvtr. Co. here.

Indianapolis, Ind.—Wm. H. Howard has been appointed sec'y of the Board of Trade for the 10th consecutive year.

Edgerton, Ind.—We are successors to the Union Grain & Coal Co.—J. E. Auspurger, mgr., Edgerton Co-op. Equity Union Exchange.

Evansville, Ind.—The Chamber of Commerce and J. A. McCarty county agricultural agt. are working hard to get the Grain & Hay Exchange started.

Richmond, Ind.—The Farmers National Grain Ass'n has bot the mill of the Champion Milling Co. and will start milling in the near future.—L. S. C.

Ford (Evansville p. o.), Ind.—Ben H. and John A. Hartman have bot the elvtr. of A. Waller & Co., of Henderson, Ky., here, for \$5,000.—C.

Earl Park, Ind.—W. L. Flinn is now mgr. for the Farmers Elvtr. Co. He was formerly mgr. of the Flinn Grain Co. which sold to the farmers in July, 1919.

Terre Haute, Ind.—The Farmers Co-op. Co. has asked the city council for the vacation of an alley on the site where it is building a new elvtr. and mill.

Arcadia, Ind.—I have not been with the Farmers Co-op. Co. since June 1. I was formerly mgr., but for the present am not in the grain business in any way.—O. E. Nees.

Tab, Ind.—Glen Crane has succeeded H. R. McCollum as mgr. of our elvtr. Mr. McCollum will go to Danville, Ill., where he will engage in the confectionery business.—Tab Elvtr. Co.

Chalmers, Ind.—I have bot the Ross interest in Ross, Ross & Barr and we will now operate as the Barr Grain Co. a partnership composed of R. W., James R., and Minnie Barr.—R. W. Barr, mgr.

Sullivan, Ind.—The Reid flour mill and grain elvtr., erected in 1856 and said to be the oldest buildings of their kind in Sullivan county, are being dismantled and dwelling houses will be erected on the site.—C.

Southport, Ind.—The new elvtr. of the Farmers Co-op. Co. was opened with appropriate ceremonies recently. Several prominent speakers were on the program and a musical treat was given by home talent. Ed. B. Todd is sec'y-treas. of the company.

Laurel, Ind.—Ralph Wright was seriously injured when his coat became entangled in a conveyor shaft at the Laurel Elvtr. His clothing was torn off but his body was thrown to one side, miraculously throwing the belt and automatically stopping the machinery.

Richmond, Ind.—Edwin Price has leased the grain handling facilities, formerly used by the Champion Roller Mills from Geo. Seidel of the Pilot Motor Co., which now owns the buildings but has no use for the elvtr. end of it. The elvtr. will be overhauled and put into operation at an early date.

Milan, Ind.—The elvtr. of Henry H. Crum with its contents burned at 11 p. m., July 8. Fire in an adjacent junk shop started the blaze, which destroyed not only the elvtr. but a large lumber shed and 3 loaded box cars on a siding. The buildings are a total loss but will be rebuilt at once of fire proof material. The elvtr. was insured in the Millers National Ins. Co. for \$6,600. The elvtr. and contents were valued at \$15,000.

Evansville, Ind.—Julius O. Artes, former mgr. of the Union Elvtr., has been named on a com'te by the mayor here to work out plans for the building of a memorial to James Bethel Gresham of this city who was the first Indiana soldier and one of the first three from the United States to fall in France during the world war. The body of Gresham was brought back here a few days ago from France and given a military funeral.—C.

Colfax, Ind.—The Colfax Grain Co., which has 125 farmer stockholders, has concluded to discontinue business, as it has been losing money for the last 6 months. July 30 a meeting will be held to decide what to do with the property, which in the meantime will be kept in operation. In all probability the elvtr. will be sold but no definite plan has been worked out. There are two elvtrs. here, the one mentioned and that of L. C. Jordan, known as the Midway Elvtr. A third is privately operated by F. W. Powers who is one of the largest stockholders in the farmers' company.

Edinburg, Ind.—A few moments before the Farmers Elvtr. at Franklin, 5 miles from here, was reported on fire, the elvtr. of the David R. Webb Estate was discovered burning. Before assistance arrived the house was a total wreck. The elvtr. which was built a year and a half ago, was a much larger and a finer building than the Franklin house, but had only 4,000 bus. of wheat stored in it at the time of the fire. The loss to the Edinburg structure was estimated at \$30,000, and is covered by insurance. The fire in this elvtr. is thot to have been due to a hot box.

Franklin, Ind.—The elvtr. of the Farmers Elvtr. Co. containing 15,000 bus. of wheat, burned on the night of the 13th, a few moments before the fire department had been called to Edinburg 5 miles away where the David R. Webb Estate Elvtr. was burning. The department was just leaving town but attended to its own blaze first. An emergency call was sent to Indianapolis for a railroad engine to remove loaded cars of wheat on the Farmers elvtr. switch, and it arrived in 18 mins. One car loaded with new wheat was destroyed before it arrived however. The elvtr. estimated its loss at \$20,000 with \$10,000 insurance. The grain destroyed was covered by insurance. All of the buildings connected with the elvtr. except the office, were burned. Wheat had been loaded into the house until 8 p. m., and a hot bearing is believed to have started the blaze.

IOWA

Pocahontas, Ia.—W. C. Hunt, not R. Hunt, is mgr. of the Farmers Grain & Coal Co.

Anita, Ia.—F. C. Chinn is now mgr. for the Farmers Co-op. Elvtr. Co., succeeding G. A. Shike.

Storm Lake, Ia.—J. H. McElwain of Nemaha has succeeded H. E. Barrick as mgr. for the Farmers Elvtr. Co.

Hanlontown, Ia.—I am mgr. for the Farmers Elvtr. Co. now.—A. O. Kaasa. (He succeeds Conrad N. Nelson.)

Des Moines, Ia.—Lee Green is now ass't mgr. to Mgr. Yount of the Blair Elvtr. Corp., succeeding Russell Holbrook.

Piper (Rockwell City p. o.), Ia.—Max McClain, formerly mgr. for the Jolly Elvtr. Co., is now mgr. for the Farmers Elvtr. Co. here.

Winterset, Ia.—S. C. Moreland has resigned as mgr. for the Farmers Co-op. Co. and will be succeeded by Hugh M. Thompson of Earlham.

Lake Mills, Ia.—Conrad N. Nelson, formerly mgr. for the Farmers Elvtr. Co. at Hanlontown, is now mgr. of the Farmers Elvtr. Co. here.

Bancroft, Ia.—A concrete watering trough has been built on one side of the office of the Farmers Elvtr. Co. by E. K. Hullerstrum, mgr.

Lamoni, Ia.—The Iowa-Missouri Grain Co. has reshingled its roof and installed a new scale. Several minor improvements have also been made.

Grundy Center, Ia.—The Co-op. Elvtr. Co. has bot the feed mill plant recently bot by the Fuller Lbr. Co. from John Leffler, formerly prop. of the Grundy Fuel & Feed Co.

Northwood, Ia.—A. R. Thompson has bot the interest of L. O. Thompson and is now sole owner of the Thompson Elvtr. Co. operating here, Gordonsville and at Glenville, Minn.

Sheldon, Ia.—C. L. Johns, formerly with the Trans-Mississippi Grain Co., is now representing the Rogers Grain Co. here. He has an office with B. E. Benson in the Empire Loan & Trust Building.

Eagle Grove, Ia.—L. J. Johnson of Mason City succeeded W. H. Nail as mgr. for the Independent Grain & Lumber Co. when Mr. Nail was made supervisor of the company which he has served 22 years.

Manson, Ia.—E. H. Rudloff, former mgr. of the Farmers Co-op. Elvtr. Co., has succeeded M. Miller and is mgr. again. Andrew Johnson is the new ass't mgr. The company now operates as a co-op. company.

Cedar Rapids, Ia.—I am no longer in the grain business here.—Zigmund Salit. (In March Mr. Salit reported that he was operating a grain and feed commission business and was operating as the Shippers Marketing Co.)

Nevada, Ia.—J. E. Hale lost his suit against a farmer, Earl Handsaker, to enforce contract for the sale of corn, because the contract was not signed by Hale, the court holding that the contract must be signed by both parties.

Spencer, Ia.—Burglars entered the office of the Co-op. Farmers Elvtr. Co. recently thru a window at the back of the office. As Mgr. S. D. Fleming had deposited the day's receipts, the thieves only secured \$4.20 and 40c in stamps.

Doris, (R. F. D. 6 Independence,) Ia.—When my new elvtr. burned Aug. 1, last year all my books and records were destroyed and I suffered a total loss. I have however just completed a new elvtr. and am operating it.—F. B. Maynard.

Des Moines, Ia.—D. J. Kent is being congratulated on the recovery of his little daughter who had an attack of appendicitis while at Rolfe. Mr. Kent and a specialist from Des Moines arrived in Rolfe in time to operate and save her life.

Cumberland, Ia.—Wm. Cool, who came to this country in 1873 and was for years a prominent grain man, died July 17 at the age of 81. He became a grain dealer in 1887 and for over 20 years was actively engaged in the trade. He is survived by 2 daughters.

Duncombe, Ia.—The Farmers Elvtr. Co. lost 2 cribs of corn and its office in the fire which practically destroyed the town July 19. The fire started in the lumber yards and as the water pressure was low little could be done to stop the spread of the blaze. The total loss is \$150,000, partially covered by insurance.

Buckeye, Ia.—Alvin B. Sioff, ass't mgr. for the Buckeye Elvtr. Co. and mgr. of the Buckeye Shipping Ass'n, died recently as a result of being gassed and wounded in France during the great war. He died very suddenly at noon while at home for dinner. He was 26 years old. He enlisted with his brother, Hilmer, who was then mgr. of the Buckeye Elvtr. Co. in May, 1917. Hilmer was killed Aug. 2, 1918, at Chateau Thierry. There were 5 Sioff brothers in France at one time.

KANSAS

Selkirk, Kan.—An elvtr. is being built here for Frank Kucera.

Sylvan Grove, Kan.—J. L. Carter is now mgr. for the Kansas Grain Co.

Great Bend, Kans.—The S. C. Smith Grain Co. has opened an office here.

Salina, Kan.—T. H. Graves is now ass't mgr. for the John Hayes Grain Co.

Atwood, Kan.—C. C. Perry of Leoti has bot the elvtr. of Downing & Conquest.

Sharon Springs, Kan.—The elvtr. formerly operated by O. H. Ketchum is closed.

Quinter, Kan.—The Farmers Co-op. Union has raised its capital stock to \$30,000.

Doster, (R. F. D. 4), Kan.—The elvtr. of the New Era Milling Co. is being repaired.

Cawker City, Kan.—E. A. Schneider recently resigned as mgr. for the Jones-Rogers Grain Co.

Agenda, Kan.—Eugene Fitts has bot the Agenda Mill & Elvtr. Co. from C. E. Larson, prop.

Monument, Kan.—J. S. Duttlinger is now mgr. for us.—Farmers Union Co-op. Merc. Ass'n.

Alida, Kans.—C. W. Bauer has completed his elvtr. here.

Norton, Kan.—O. B. Elliott is mgr. of the grain office recently opened here by the G. Moritz Grain Co.

Caldwell, Kan.—J. A. Commons of Junction City has succeeded H. C. Kireuz as mgr. for the Caldwell Milling Co.

Lone Elm, Kan.—The Farmers Union has bot the elvtr. of A. F. Schoenig Lbr. & Grain Co., according to a late report.

Crestline, Kan.—The Farmers Union Co-op. Ass'n incorporated for \$15,000 by L. M. Duncan, J. F. Riker and Ray Owen.

Greensburg, Kan.—F. M. Seig is now mgr. of the elvtr. of the Kansas Flour Mills Co. and the house is in operation.

Belle Plaine, Kan.—The Chalfant Grain Co., of Augusta, has bot the elvtr. of the John G. Sieflof estate. W. R. Smith is mgr.

Oxford, Kan.—The Consolidated Flour Mills Co. has bot the elvtr. of the Alexander Milling Co. and will retain I. S. Alton, former mgr., as mgr.

Maple Hill, Kan.—I am now mgr. for the Farmers Union Co-op. Ass'n.—T. C. Cooke, formerly mgr. Farmers Union Elvtr. Co. at Wellsville.

Wellsville, Kan.—R. W. Collins has succeeded me as mgr. for the Farmers Union Elvtr. Co. here.—T. C. Cook, mgr. Farmers Union Co-op. Ass'n, Maple Hill.

Dorrance, Kan. — H. W. Jeffrey has been transferred by the Weber Flour Mills Co. to this station as grain buyer. He was formerly at Black Wolf.—E. E. French.

Hutchinson, Kan.—We discontinued June 15th and took over Rosenbaum's export and wire office here.—J. K. Pickerill, formerly operating at Wichita as Pickerill Grain Co.

Clearwater, Kan.—The elvtr. of the Larabee Flour Mills Co. will be put into temporary repair for this year's crops but will probably be wrecked and rebuilt for next year.

Irving, Kan.—The elvtr. of Farmers Elvtr. & Live Stock Co-op. Co. was set on fire by lightning on July 1st. They succeeded in putting the fire out quickly and the loss was therefore small.

Hutchinson, Kan. — Logan Bros. of Great Bend, have bot the membership of Collingwood Bros. of Plains, in the Board of Trade, and will open an office here. Allen Logan will move to this city.

Black Wolf, Kans.—Thos. F. Foote has succeeded H. W. Jeffrey as grain buyer for the Weber Flour Mills Corp. here. Mr. Jeffrey has been transferred to Dorrance for the same company.—E. E. French.

Centerville, Kan.—The Midwest Grain Co., of Hutchinson, has bot the elvtr. of the Consolidated Mill Co. here and Harvey Fravel is mgr.—B. J. Allen, mgr. Fellsburg Co-op. Equity Exchange, Fellsburg.

Concordia, Kan.—The Kansas City Milling Co., succeeding the Kaull Milling Co., has incorporated in this state for \$500,000 and will make its headquarters here. It will operate the Glen Elder plant of the company, a mill here and probably one at Cawker City.

Muscotah, Kan.—Thos. Kelley, said to be mgr. of the Farmers Grain, Elvtr. & Supply Co., was found dead in the office of the elvtr. with a bullet hole thru his head and his revolver on the floor beside him. He was prostrated by the extreme heat a few days ago and friends believe this the cause of the suicide.

Effingham, Kan.—The elvtr. property of the Effingham Farmers Merc. Ass'n was sold at receiver's sale recently for \$5,250. It was bot by C. C. Poston, one of the directors of the defunct company, and it is that he will operate it. C. L. Cummings, trustee places the liabilities at \$17,000, \$13,000 being represented by notes.

Ellsworth, Kan. — The annual stockholders meeting has been held, our fiscal year ending June 1. A very satisfactory dividend was declared and 5c per bushel on all grain sold by stockholders was pro-rated back to them; the larger percent of dividend retained for working capital. I was re-hired as mgr. We had an excellent year's business, considering that this has been one of the worst years in history for grain dealers.—Lawrence A. Daniels, mgr., Ellsworth Farmers Co-op. Union.

WICHITA LETTER.

Wichita, Kan.—The Lowe Bros. Grain Co. has succeeded the Lowe-Adams Grain Co.

We discontinued June 15 and I took over the J. Rosenbaum Grain Co.'s office at Hutchinson.—J. K. Pickerill, formerly operating as the Pickerill Grain Co.

The Hall-Baker Grain Co. of Kansas City, Mo., now has an office here in charge of R. H. McClintock. It occupies the former offices of the Hippie Grain Co. in the Wheeler, Kelley & Hagny Building.

The Larabee Flour Mills Corp. has transferred its grain department. Offices are in the Wheeler, Kelley & Hagny Building. J. W. Craig is mgr. with Walter Stiles and R. N. Anderson as ass'ts. The office will control 43 elvtrs. A new membership in the Board of Trade has just been purchased.

LOUISIANA

Westwego, La.—It is reported that the Mo. Pac. Ry. Co. will double the capacity of its elvtr. here.

New Orleans, La.—The large marine tower and steel gallery addition to the Public Grain Elvtr. will be 30x30 ft. square and 130 ft. high. It replaces an air suction system and consists of a system of conveyor belts and lofter legs, and will be used to carry grain received from the Mississippi River grain barges to concrete storage tanks at the rate of 15,000 bus. per hour. When the new unit is completed total capacity of the elvtr. will be 2,620,000 bus. A. M. Crain & Co. will rush the work.

MICHIGAN

Owosso, Mich.—Chas. V. Harris has bot the Owosso Elvtr. & Lbr. Co.

Ypsilanti, Mich.—Lightning struck the elvtr. of the Ypsilanti Farm Buro Ass'n in a recent storm.

Saranac, Mich.—The organization of the branch of the Gleaners Clearing House Ass'n has been completed and plans are being made to complete the elvtr. in time for the new crop.

Constantine, Mich.—The Co-op. Buying & Selling Ass'n is building a new 32 x 32 ft. elvtr. with a 15 x 15 ft. cupola on the site of the house burned in Feb. 1920. The best equipment will be used.

MARYLAND

Baltimore, Md.—Insurance rates on grain at export elvtrs. at present is wheat, \$1.50 per bu.; corn, 80c; rye, \$1.40; barley, \$1, and oats 50c.

Westminster, Md.—C. C. Gorsuch for many years a member of the Philadelphia Commercial Exchange, died recently. He was in apparent good health but suffered a heart stroke and died suddenly. He was a member of the N. I. Gorsuch Son Co.

MINNESOTA

Clitherall, Minn.—The Farmers Elvtr. Co. suffered a slight loss by lightning July 19.

Rothsay, Minn.—The elvtr. managed by A. Miller burned recently and is a total loss.

Evansville, Minn.—The National Elvtr. Co. is building new coal sheds. T. E. Ibberson has the contract.

Amiret, Minn.—The Farmers Elvtr. Co. has let contract for repairs on its elvtr. to the T. E. Ibberson Co.

Glenwood, Minn.—The fire that destroyed the elvtr. of the Farmers Elvtr. Co. started in the flour warehouse.

Thief River Falls, Minn.—H. Bergstrom, mgr. for the Wylie Co-op. Co. at Wylie, is now mgr. for A. G. Sandberg here.

Minneapolis, Minn.—The Farmers Elvtr. Co. has decided to lease its elvtr. for the year ending Aug. 31, 1922. John Peshon is sec'y-treas.

Chandler, Minn.—E. W. Eaton, mgr. for the Farmers Elvtr. Co. at Lismore for some time, is now mgr. for the Farmers Elvtr. Co. here.

Frazee, Minn.—The Broker Lbr. Co. bot the elvtr. of F. L. Johnson. Mr. Johnson bot the house last year. The new firm is in possession.

Wylie, Minn.—T. P. Smidesang, formerly mgr. for the Wylie Co-op. Elvtr. Co., has succeeded H. Bergstrom and is again in charge of the elvtr.

Blakely, Minn.—The elvtr. of the O'Neil Grain Co. was sold to John F. Dahlke and Fred H. Mensing, of Belle Plaine, operating as Dahlke & Mensing.

Red Wing, Minn.—The Red Wing Milling Co. incorporated for \$250,000 by G. E. and H. M. Meech, Middletown, Conn., John Dengler of this city and C. E. Drake of Minneapolis.

Canby, Minn.—Lightning struck Elvtr. "B" of the Farmers Grain Co. just above the motor in the cupola, driving one of the roof boards clear thru the cupola, tearing off shingles and siding. No fire followed, however.

Slayton, Minn.—We had our annual meeting July 15, and while during the year we did not make money, we did not lose any either. A. I. Lunder was elected pres. for the 5th time, and I was renamed mgr.—C. W. Rathlisbuger.

Northfield, Minn.—The new Farmers Co-op. Elvtr. Ass'n of Northfield is in good working order and has taken over the elvtrs. here and at Dundas. G. A. Lomen will be active mgr. of both elvtrs. Officers of the new ass'n are: W. F. Schilling, pres.; Nels Parson, vice-pres.; Hagbarth Bue, sec'y-treas.

DULUTH LETTER.

The membership of Earl W. Myron is posted for transfer to A. L. Riches.

Thos. L. Gibson has succeeded E. S. Jennings with the Itasca Elvtr. Co.

The Board of Trade has designated No. 1 northern spring wheat as the contract grade. Price differences have been set for the season on other grades as follows: No. 1 dark northern at 2 cents above the contract price; No. 2 dark northern spring at 2 cents under the contract price; No. 2 northern spring at 4 cents under the contract price; No. 3 dark northern spring at 10 cents under the contract price, and No. 3 northern spring at 12 cents under the contract price.

Duluth, Minn.—Members of the Board of Trade recently voted on the amendment to its rules making No. 3 dark northern wheat deliverable on contracts at 10c under the contract price and No. 3 northern at 12c under. The discounts at present are 5c and 7c. The change was not carried as it required a two-thirds vote to win and it lacked 2 of having the required number. The directors are so strongly in favor of it however that another vote will be taken.

MINNEAPOLIS LETTER.

The Bartlett-Frazier Co. experienced a slight fire loss recently.

The Republic elvtr. of the Monarch Elvtr. Co. is closed for repairs.

The Lamb-McGregor Co. has retired from the commission business. O. H. Ullring, cash grain salesman for 12 years past, has become connected with E. L. Welch & Co.

Harry Pratt, who has been in the Chamber of Commerce office of Chas. E. Lewis, has resigned and will engage in business on the Coast when he makes up his mind as to location.

W. B. Grobe, who has been supt. for the Occident Elvtr. Co. in N. D. with headquarters at Jamestown, is now gen. mgr. for the Imperial Elvtr. Co. with headquarters in this city. He will control the elvtrs. of the company in this state and in Montana. Mr. Grobe has been connected with the Occident Elvtr. Co. for about 20 years, beginning as grain buyer at Cleveland. For the last 12 years he has been supt. of the Occident company.

Sec. 6d of Rule VIII of the Chamber of Commerce has been amended to provide for the commission charge on resale of warehouses receipts, to read as follows: Section 6d. When delivery of warehouse receipts is made on any contract and the owner orders these receipts resold either as warehouse receipts or by sale of the "future" and the application of the receipts on this "future," the charge for this service shall be the same as for the purchase and sale of the "future." When delivery of warehouse receipts is made on any contract for "future" delivery, and the owner orders the grain or seed represented by such receipts handled and shipped, the commission rates shall apply, as provided in Section 5.

MISSOURI

Berger, Mo.—The Farmers' Elvtr. Co. will build an elvtr. here.

Floyd, Mo.—Walter Creason will be mgr. for the Farmers Merc. & Elvtr. Co. here.

Chillicothe, Mo.—Farmers Produce & Grain Exchange incorporated for \$10,000.

Fairbury, Mo.—A new power house is being built by the Fairbury Mill & Elvtr. Co.

Breckenridge, Mo.—One of the two elvtrs. here burned recently and is a total loss.

Marion, Mo.—The elvtr. of Geo. Elliott was recently struck by lightning and was a total loss.

Bunceton, Mo.—W. E. Coleman has leased the elvtr. of V. A. Werts and is now operating it.

Oregon, Mo.—The elvtr. of the Farmers Elvtr. Co. has been leased to S. S. Meadows for a year.

Harrisonville, Mo.—Farmers Co-op. Ass'n incorporated for \$30,000. The company recently bot an elvtr.

Kirkville, Mo.—The Farmers Co-op. Elvtr. & Shipping Ass'n is considering an increase in its capital stock.

Laclede, Mo.—W. V. Shell is no longer mgr. for the O. A. Talbott Grain Co. He is now on the "road" for a Lincoln company.

Orrick, Mo.—Judge W. D. Lloyd has succeeded S. J. Todd who recently resigned as mgr. for the Farmers Merc. & Elvtr. Co.

Carthage, Mo.—E. W. Kidder is now a member of the Cowgill & Hill Milling Co. which has just let contract for remodeling its plant.

Bunceton, Mo.—W. R. Wilson has succeeded Sam T. Smith as mgr. for the Farmers Elvtr. Co. Mr. Smith resigned on account of ill health.

Jefferson City, Mo.—The Senate, July 8, killed by refusing to engross a bill to increase salaries of employes in the state warehouse and grain departments.

St. Louis, Mo.—The Merchants Exchange has voted favorably on the question of expending \$5,000 during the year 1921 for promoting the interests of the grain trade among farmers in connection with plans generally outlined recently. The directors were instructed to use the sum.

Jefferson City, Mo. — A bill to take care of the private inspection fund in the control of the state grain commissioner, which totals about \$75,000 every two years, will be drawn as the result of a private conference between T. J. Hedrick and Republican legislators, held July 13. Under Former Commissioner James T. Bradshaw's administration, the private inspection fund was kept apart from the regular inspection fund. This fact has caused most the trouble between Bradshaw and the governor which led to the removal of Bradshaw from office. Hedrick the new commissioner wants the fund turned in direct to the state treas. as the regular fees are.

KANSAS CITY LETTER.

Workers in Kansas City elvtrs. are reported to be scheduled for a 15% cut in wages but nothing definite has been accomplished.

We have not opened any branch houses in Kansas as reported. We have established two more buying stations. One at Salina with David C. Logan in charge and the other at Hutchinson with John W. Dayton in charge. We have a dozen other brokers buying for us in this state, Kan., Okla., Neb., and Tex.—T. J. Brodnax, pres., Frisco Elvtrs. Co.

Oscar F. Cook, formerly connected with the U. S. Grain Corp. and later with the Barnes-Piazza Co., has resigned and his membership in the Board of Trade has been transferred to Glen F. Hilts who succeeds Geo. M. Vogt as grain buyer for the Larabee Flour Mills Corp. Mr. Vogt will be connected with the Barnes-Piazza Co. He owns a membership in the exchange.

The Kansas City Mlg. Co. has succeeded the Kaull Mlg. Co., that being the name chosen by the syndicate which bot the property of the Kaull company, which was sold at receiver's sale, June 23. J. B. Nicholson, mgr. of the old company is retained by the new and Chas. F. Rock, formerly attorney in fact of the Millers Exchange, will be sales mgr. He will have to fill both offices until a successor can be found by the exchange.

ST. JOSEPH LETTER.

H. L. Dannen was called to Melbourne, Ia., for several days this past week owing to the death of his father.

Members of the Exchange held the second quarterly meeting July 15. Committee reports were read, followed by a get-together meeting and refreshments.

Ashby Woodson, mgr. of the St. Joseph plant of the Larabee Mills Corp., and Dr. J. H. Lee, office mgr. for B. C. Christopher & Co., were elected to membership in the St. Joseph Grain Exchange July 11. Christopher & Co. began operations July 1st, assuming the fixtures and lease of T. P. Gordon, Corby-Forsee Building.

S. A. Penny and G. G. Yancy dissolved the partnership operating as the Penny-Yancy Grain Co. July 1. Mr. Penny will operate as the Penny Grain Co. on the 12th floor of the Crosby-Forsee Building, while Mr. Yancy who has formed a partnership with J. F. Herries will operate on the 11th floor as the Herries Grain Co.—N. K. Thomas.

The Continental Grain Co. has been incorporated for \$50,000 by F. S. Gresham, pres. of the Sun Grain & Export Co. of Guthrie, Okla., pres.; W. B. Lathrop, vice-pres. of the Pierson-Lathrop Grain Co. of Kansas City, Mo., vice-pres.; and J. A. Gunnell, sec'y-treas. and mgr. The company has leased the Western Elvtr. recently leased to the Sun Grain & Export Co. for a term of 7 years. The elvtr. is in good repair and is in operation. The offices are in the Crosby-Forsee Building.—N. K. Thomas.

A grain club was formed at a dinner July 14 at the St. Charles hotel, when Ashby Woodson, August J. Bulte and G. F. Hilts were honor guests. The dinner was informal. The grain men's club will be social and a dinner will be held each month. The club will have about 45 members. The next meeting will be called by the sec'y of the Grain Exchange. Those present at the dinner were A. B. Schreiber, J. W. Dailey, J. A. Gunnell, B. H. Henley, J. M. Flynn, G. E. Heald, C. D. Taylor, E. C. Roberts, J. F. Herries, R. O. Powelson, F. A. Wilkins, B. V. Wasser, J. D. McKee, A. C. Muench, M. C. Bruce, C. L. Scholl, J. W. Craver, A. J. Brunswig, C. A. Geiger, E. M. Louch, W. M. Huff, W. W. Simmons, C. E. Lee, M. F. Fogarty and the honor guests.

MONTANA

Choteau, Mont.—The National Elvtr. Co. has let contract to the T. E. Ibberson Co. for improvements in its elvtr.

Missoula, Mont.—The plant of the Ravalli Flour Mills Co. is again in operation. It has been closed for some time.

Bundy (R. R. Name, Waldheim), Mont. — I have just leased my elvtr. to F. L. Finnegan of Raymond for a year. Is only elvtr. here. — Peter T. Berven, Roundup.

Chinook, Mont.—J. R. Smyth, mgr. and principal owner of the Chinook Mill & Elvtr. Co., has sold his interest and is now in California. He has been in ill health for some time.

Hardin, Mont.—The Occident Elvtr. Co. is installing a Howe Scale and Globe Dump. It is also enlarging the driveway. The Denio Milling Co. has installed a new Fairbanks Scale.

Culbertson, Mont.—A serious dust explosion occurred in the mill of C. S. Wedge & Son on July 2nd. It is believed that the explosion was induced by friction. The mill is a total loss.

Garryowen (Crow Agency p. o.), Mont.—We are building at this station and at Dunmore (Crow Agency p. o.) loading stations, to take wheat direct from scale pit into cars.—Fred Mitchell, agt. Denio Milling Co., Hardin.

Johet, Mont.—The affairs of the Farmers Co-op. Elvtr. Co., are being investigated by the state commission of agriculture, since the auditors report a shortage of \$26,733.39. A. M. Peterson was made receiver for the company, but on June 22, he is reported to have been arrested and to have confessed to writing checks for which no grain was stored in the elvtr. After receiving an alleged sentence of from 2 to 4 years in the penitentiary, he resigned the receivership. The elvtr. was then sold for \$13,000 but a mortgage of \$3,000 left little for the remaining stockholders or any one holding a storage ticket.

NEBRASKA

Tecumseh, Neb.—F. O. Spear has succeeded W. A. Grossman as mgr. for the Farmers Elvtr. Co.

Upland, Neb.—I am in charge of the Farmers Union Co.—Wm. Keyser, (L. A. Seberg was formerly mgr.)

McCook, Neb.—I am mgr. for the Mc Cook Equity Exchange, Mr. Hammell having resigned.—A. Sigwing.

Max, Neb.—F. W. Simpson is now mgr. for the Benkelman Equity Exchange. R. L. Richart was formerly mgr.

South Auburn, Neb.—Chris Sorenson, acting mgr. for T. J. Gerdes, has leased the house and will operate it himself.

Waco, Neb.—H. E. Francis has been substituting for Mgr. J. Bickley, of the Farmers Elvtr. Co., during the latter's vacation.

Hastings, Neb.—We opened our office here July 5. I am mgr.—Ed. F. Long, mgr. Hall Baker Grain Co., Kansas City, Mo.

Cortland, Neb.—H. B. Jackson has succeeded J. F. Whalen as pres. of the Farmers Elvtr. Co. Mr. Whalen held the position 12 years.

McCandless (Nemaha p. o.), Neb.—Harry Benner, who operated an elvtr. at Stella, has bot the elvtr. here formerly owned by Richard Knap.

Kinney, Neb.—We have installed a new water system for engines, and have repaired the elvtr. itself.—John Watkins, mgr. Farmers Union Co. op. Co.

Culbertson, Neb.—The new concrete elvtr. of the Culbertson Equity Exchange has been completed and is fully equipped with the latest machinery.

Sawyer, Neb.—The elvtr. here which was closed for about 2 months and a half, is now open for business.—H. H. Fowler, Nye-Schneider-Fowler Co.

Milligan, Neb.—The Milligan Farmers Co-op. Ass'n has bot the elvtr. of the Nebraska-Iowa Elvtr. Co. and is now in possession. The price paid was \$10,000.

Ragan, Neb.—G. R. Klein has succeeded B. Blevins as mgr. for the Farmers Grain & Gen'l Shipping Ass'n here.—Albert Anderson, agt., Anderson Grain Co.

Denton, Neb.—J. F. Whalen, formerly pres. of the Farmers Elvtr. Co., of Cortland, is now mgr. for the Farmers Elvtr. Co. here. A. C. Olson was mgr. here.

Bradshaw, Neb.—J. A. Gilbert has bot the elvtr. of the Farmers Union Co-op. Ass'n. He was formerly in the grain business at Waco. The Central Granaries Co. has closed its elvtr. for a short time.—Currie Grain Co.

Schuyler, Neb.—The Wells-Abbott-Nieman Co., one of the largest milling and grain companies in this vicinity, has closed its doors for reorganization. The plant will be opened in 3 weeks under the management of a com'lite of preferred stockholders. It is announced. Lack of ready cash is said to be the reason for the action taken. The company has a capital stock of \$1,000,000. Preferred stockholders will lose nothing, it is said. The indebtedness is placed at \$500,000 by auditors from the trust companies who bonded the company last year. The company operates 2 elvtrs.

NEW ENGLAND

Rockville, Conn.—The Rockville Grain & Coal Co. will rebuild the plant burned in March. Plans are now being made and work will start soon.

Rockland, Me.—The Rockland Grain Co. has been organized with a capital stock of \$50,000. And. W. Wilbrand, Wiscasset, is pres. and R. L. Stevens, Portland, clerk.

Fall River, Mass.—The elvtr. of McKenzie & Winslow, Inc., was entered by 5 boys recently but they were detected before they could get away and are now awaiting trial. Nothing was taken.

Willimantic, Conn.—A car of oats on side track at the elvtr. of the Willimantic Grain Co. was broken open over Sunday and part of its contents carted away. Later it was discovered that 4 small boys from 5 to 7 years old had taken the grain away.

Londonderry, N. H.—The plant of the Annis Grain & Lbr. Co. burned July 8 and is thot to have been maliciously fired as a half-burned sack of rags, etc., soaked in oil was found near the ruins. The fire spread rapidly and nearly the whole town was wiped out.

NEW JERSEY

Englewood, N. J.—The Neal Grain Co. has been incorporated under the laws of the state of Delaware for \$25,000.

NEW MEXICO

Clovis, N. M.—We have succeeded Lester Stone & Co. here and I am active mgr.—Robert Stone, Robert Stone Grain Co.

Tucumcari, N. M.—Mail addressed to F. F. Holstine formerly agt. for the C. M. Light Grain Co. has been returned marked "Unclaimed."

NEW YORK

Scottsville, N. Y.—We operate a grain elvtr. here and carry side lines. Buy and ship in carlots.—W. A. Wilson, mgr. Henry Harrison Co., Inc.

Buffalo, N. Y.—The offices of the Ohio Central Equity Co. in this city are closed and all business should be transacted thru the Lima, O., office which is now the headquarters of the company.

Buffalo, N. Y.—Mail addressed to O. A. Bruso, Chamber of Commerce Building, is returned marked "Undeliverable." Mr. Bruso was reported to be in the grain brokerage business here some time ago.

New York, N. Y.—Carhart J. Martenis has applied for membership in the Produce Exchange. He was formerly a member of Martenis Bros., but is now in the grain business on his own account, operating as the C. J. Martenis Grain Co. The partnership operating as Martenis Bros. has been dissolved by mutual consent.

New York, N. Y.—Some of the new com'ites on the Produce Exchange are as follows: Grain, Yale Kneeland, chairman; Wm. A. Kemp, A. C. Field, W. C. Mott and L. S. Leverich; delivery of warehouse grain; W. C. Mott, chairman, C. A. Robinson and Thos. W. Kane; carlot grain, Jos. A. Abel, Jr., chairman; Ed. A. Barnes, J. H. Browne, Wm. H. Kipp, Jr., and A. N. Mosser; grain commission rules, C. Walton Andrus, chairman, J. H. Browne, C. C. Rubins, F. H. Teller, and T. Harry Story.

LeRoy, N. Y.—The farmers here have recently organized "The LeRoy Grain Growers Ass'n," "The LeRoy Fruit Growers Ass'n," "The LeRoy Vegetable Ass'n," but we understand it is not their intention to handle the crops this present season. The Grange League Federation is already in operation here and has leased space in the elvtr. of the LeRoy Cold Storage & Produce Co. Up to date, they have confined their efforts entirely to selling and grinding feed. They have not made any announcement as to their plans for future operation.—O. C. Curtis Co.

NORTH DAKOTA

Sanger, N. D.—John McBride is now agt. for the Occident Elvtr. Co. here.

Barlow, N. D.—M. Barko is now mgr. for the Powers Elvtr. Co., at this station.

Harvey, N. D.—The Farmers Elvtr. Co. has voted to operate on the co-op. plan.

Niles, N. D.—The elvtr. of the Cullen Elvtr. Co. was burned July 11 and was a total loss.

Doyon, N. D.—Chas. Doyon has let contract for repairs on his elvtr. to the T. E. Ibberson Co.

Stirum, N. D.—One of the elvtrs. at this station was blown down during the storm on July 2.

Harlem, N. D.—The National Elvtr. Co. will repair its elvtr. here and T. E. Ibberson will do the work.

Maxbass, N. D.—The National Elvtr. Co. will remodel its elvtr. here. The T. E. Ibberson Co. will do the work.

Michigan, N. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co., for repairs to its elvtr.

Gladstone, N. D.—M. Switzer, of Beach, has succeeded John Robertson as mgr. for the Farmers Elvtr. Co.

Dunning, N. D.—The National Elvtr. Co. has let contract to T. E. Ibberson Co. for repairs and changes in its elvtr.

Orr, N. D.—The National Elvtr. Co. has let contract to the T. E. Ibberson Co. for new coal sheds to replace the old ones.

Oberon, N. D.—The elvtr. of the Equity Trading Co. was slightly damaged by fire July 12. Lightning struck it during a storm.

Dunn Center, N. D.—The elvtr. and light plant of the Equity Elvtr. Co. burned recently. The loss was partially covered by insurance.

Kenaston, N. D.—The National Elvtr. Co. will have general repairs made on its elvtr. at Kenaston. The T. E. Ibberson Co. will do the work.

Halliday, N. D.—Ligenfelter Bros. have bot the elvtr. formerly owned by the Halliday Grain Co. The elvtr. was damaged by fire the latter part of April.

Glenfield, N. D.—The Minnekota Elvtr. Co. will install a new boot and make other improvements in its elvtr. The T. E. Ibberson Co. has the contract.

Ryder, N. D.—The Minnekota Elvtr. Co. will install new Kewanee Truck Dumps and Fairbanks 10 ton Scales in its elvtr. The T. E. Ibberson Co. has the contract.

McCanna, N. D.—We have completed the installation of the new machinery and our house has been thoroly overhauled.—John S. Kylo, sec'y-treas. Farmers Elvtr. Co.

Gwinner, N. D.—The elvtr. of Farmers Grain Co. was damaged to the extent of \$150 during the tornado of June 26. Our new office building is now completed.—Theo. Odegaard, mgr.

Cogswell, N. D.—The National Elvtr. Co.'s elvtr. at this station was blown down in the storm of July 2 and will not be rebuilt. I have been transferred to Maxbass for the same company.—H. R. Shoemaker, mgr.

Rock Lake, N. D.—The Northland Elvtr. was dismantled and rebuilt at another point on the main line of the Soo. Oscar Hudpala has resigned as our manager and is now in N. W. Canada where he is interested in a gold mine. Emil C. Umbreit of Medicine Lake, Mont., is now our mgr.—Armourdale Equity Elevator Co.

Leeds, N. D.—The elvtr. of Howard Henrietta was seriously damaged by fire recently. It is that that the blaze started under the driveway or near it. The loss on the building is placed at \$22,000 and the insurance at \$11,000. The fire spread to the elvtr. of Nils Dokken but quick work saved the building with very little damage.

Delaware, N. D.—The Equity Elvtr. & Trading Co. will rebuild its elvtr. It has let contract to the T. E. Ibberson Co. for a 40,000-bu. elvtr., with 18 bins, fire proof engine room and a large office building. Equipment will include 2 legs, Fairbanks Automatic Scale and a 10-ton truck scale. The elvtr. replaces the house burned April 12. Work will be started at once.

Jamestown, N. D.—Wm. B. Grobe, supt. of the Occident Elvtr. Co. in this state, and with headquarters here, has resigned. He will go to Minneapolis, Minn., as gen. mgr. for the Imperial Elvtr. Co. He has been succeeded by Prosper Naze who has been with the same company for 18 years. His son, Joseph, will be local mgr. for the company succeeding him as mgr. of the local elvtr.

Washburn, N. D.—The new elvtr. of the Farmers Elvtr. Co. has been completed and is now in operation with S. A. Pritz as mgr. Its equipment includes a 10-ton scale with a truck dump; an automatic dump; hopper bottom bins and a cistern underneath the engine room. Set off from the engine room is a fireproof room for oil and rags, making fire from spontaneous combustion impossible. Besides the large, spacious office there is also a fireproof vault, a very essential feature in such a building.

OHIO

Cecil, O.—R. D. Dangler is mgr. for the Cecil Equity Exchange Co.

Spencerville, O.—Floyd B. Griffin is now mgr. for the Farmers Union Co.

Kinderhook, O.—B. B. Yates & Co. have sold their elvtr. to H. M. Crites.

Haviland, O.—The Gilliland Grain Co. has bot the elvtr. of Eikenbary Bros.

Ingomar, O.—O. Klepinger will install electric power and discard his oil engine.

Paulding, O.—Bitner & Pollock have bot the elvtr. of Wm. Gillen. C. H. Bitner is mgr.

New Holland, O.—It is reported that H. M. Crites, of Chillicothe, will build an elvtr. here.

Loudonville, O.—C. E. Newman is now mgr. of our grain department.—Loudon Mill & Grain Co.

Uniopolis, O.—Fred J. Rinehart is now mgr. for the Farmers Elvtr. Co., which recently bot his elvtr.

Cook, O.—B. B. Yates & Co. have bot the elvtr. of Clark & Co. here and also an elvtr. at Mt. Sterling.

Anna, O.—Roy E. Lacy is now mgr. for the Anna Farmers Exchange Co. A. H. Foot was formerly mgr.

Willshire, O.—The Willshire Farmers Equity Exchange is changing back to steam power after using gas.

Tiro, O.—The Tiro Equity Exchange Co. has discontinued its mill and will operate the plant as a grain elvtr.

Fostoria, O.—We expect to install a new drier this summer.—A. G. Ward, pres. Fostoria Storage & Terminal Elvtr. Co.

Lima, O.—The offices of the Ohio Central Equity Co. at Buffalo, N. Y., have been closed and headquarters are in this city at present.

LeMoyne, O.—The Luckey Farmers Exchange Co. has started work on its elvtr. and will endeavor to have the plant completed Sept. 1.

Renolett (Cecil p. o.), O.—A. Romer is the new mgr. for the Renolett Equity Exchange. The debris of the recent tornado is still on the ground.

Cincinnati, O.—The Cincinnati Grain & Hay Co. will tear down a building it recently bot at tax valuation and build new grain and feed storage.

La Rue, O.—The elvtr. of the La Rue Grain & Supply Co., John Kelly, prop., which burned Mar. 26, will not in all probability be rebuilt.—D.

Upper Sandusky, O.—J. Bowen, senior member of the firm operating as Bowen & Son, is now mgr. of the U. S. Commission Co. succeeding H. R. Wilson.

Medina, O.—The Medina Elvtr. Co. has been organized but has not made any definite plans as to operating yet. Will wait until stock is all sold. R. E. Lance is sec'y.

Rice, (Continental, p. o.) O.—I have bot the elvtr. of the Defiance Co-op. Co. and am now back at my old stand. I formerly owned the house and sold it to the Co-op. company.—W. H. Hill.

A man calling himself an auditor has been preying on the farmers and the co-op. elvtr. companies in this state. He audits the books and misrepresents the financial condition of the elvtrs.

Cleveland, O.—The Co-op. Union Elvtr. Co. formally took over the Union Elvtr. which has been held in its name since Aug. 25, 1920. The company has been doing a brokerage business thru the elvtr. to date.

Toledo, O.—Frank Annin is receiving congratulations on his recovery from a severe illness. He was on the floor July 20 for the first time in many weeks. He is connected with W. H. Morehouse & Co.

Toledo, O.—F. O. Paddock is greatly missed on the links by his many friends. He sprained his knee while playing, some time ago, and is still unable to walk very much. He is known as one of the best "golfers" of the Exchange.

Rosewood, O.—The Farmers Exchange Co. has been formed here and will incorporate for \$25,000. It has voted to buy the old Pickering Elvtr. which altho leased to another company, has not been in operation for the last 10 years.

Merrill, O.—H. G. Pollock, of Middlepoint, is building an 8,000-bu. elvtr. here. He bot the warehouse of Brandt & Hollenbaugh, of Van Wert, and is remodeling it. I was mgr. for the old company and will be retained by the new one.—J. M. Eckhart.

Big Springs, O.—Keller & Keller, of Keller, Gebby & Kinnan, Bellefontaine, O., have taken over the elvtr. of Johnson & Titus and will operate as the Big Springs Hay & Grain Co., with C. H. Rubens as mgr. Mr. Johnson still owns the elvtr. but Mr. Titus is out of the company.

London, O.—The farmers have organized the London Farmers Exchange and have bot the elvtr. of A. Tanner & Son. The company will be capitalized at \$75,000 with Robt. Rea, pres.; Clarence Woolsey, sec'y and Clark Murray, treas. This company succeeds the Farmers Co-op. Grain & Merc. Co.

Marion, O.—There are 3 grain dealers here, we are not the only ones. E. W. Boyer, Marion National Mill Co. and our company. We are also owners of the Union Mill at Prospect which was recently struck by lightning. A chimney was knocked off; there was no other damage.—J. J. Kurl, Marion Grain & Supply Co.

Agosta, O.—The La Rue Farmers Exchange of La Rue has nearly completed a 20,000-bu. ironclad elvtr. with metal roof, replacing the house which burned Apr. 12. The plant has 2 hopper bins and a frame power house. A cement plaster storehouse is now under construction. The office is in the elvtr. which will be equipped with Howe Registering Beam Scale, F.-M. 25 h.p. Gas Engine, manlift, double shoe and combination cleaner. It will cost \$14,000. Most of the machinery was furnished by Philip Smith & Co.

Circleville, O.—The mill of the Circleville Grain Co., owned by the Circleville Milling Co., burned at 9:55 a. m., July 23. A loaded car on sidetrack was pushed to safety. The elvtr. was uninjured. Loss \$30,000. The cause was given as crossed wires. There were many cobs in the building. The cleaner was melted into junk and most of the machinery badly damaged. The company suffered the same kind of a fire about 15 years ago. The house was formerly owned by the Heffner Milling Co., which sold it in 1918. It was piped with 5 hose connections which did a great deal to save a part of the plant. Mgr. Lawrence Wanner deserves most of the credit for saving the other buildings and part of the mill as he ran into the burning building and got the first water on the blaze.—D. M. C.

OKLAHOMA

Erick, Okla.—S. D. Burton is representing the Lawton Grain Co. here.

Madill, Okla.—Geo. Holford is now owner of the Woody Grain & Elvtr. Co.

Bessie, Okla.—The Gerlach Elvtr. Co. is increasing the capacity of its plant here.

Hobart, Okla.—We have just completed a 10,000-bu. iron clad elvtr.—Shepherd & Son.

Hunter, Okla.—The Hunter Mills Co. has overhauled its elvtr. and is installing a new cleaner.

Binger, Okla.—The elvtr. of Wilson & Co. was somewhat damaged by fire resulting from lightning.

Kingfisher, Okla.—The W. B. Johnson Elvtr. Co. has bot the elvtr. of M. E. Pennington at this station.

Hobart, Okla.—I am mgr. for the branch office here of the J. T. Gibbons Grain Co., of Altus.—W. A. Darby.

Sharon, Okla.—N. C. Surgart is now mgr. for the Farmers Shipping Ass'n. P. L. McNeill was former mgr.

La Verne, Okla.—Riley Hart is now mgr. for the Oklahoma City Mill & Elvtr. Co. and is operating the elvtr. here.

Wakita, Okla.—Farmers Co-op. Elvtr. Co. incorporated for \$15,000 by W. T. Bland, E. L. Randels and A. A. Garrett.

Erick, Okla.—Wheat Growers Elvtr. Co. incorporated for \$25,000 by W. H. Matherly, J. W. Brady and J. T. Carmichael.

Lawton, Okla.—We have moved our office from Chattanooga and are operating, on a larger scale.—J. N. Pace & Son.

Haskell, Okla.—We have succeeded the Haskell Mill & Elvtr. Co.—L. C. Jennings, mgr., Armstrong Vann Mill & Elvtr. Co.

Durant, Okla.—T. F. Gwatney, mgr. of the Durant Grain & Elvtr. Co., is suffering from a crushed foot. A wagon backed over it.

Bradley, Okla.—The Bradley Elvtr. & Warehouse Co. has been granted permission by the State Issues Commission, to sell stock.

Sumner, Okla.—David Auderhub, formerly mgr. for the El Reno Mill & Elvtr. Co. at Minco, is now mgr. for the Farmers Co-op. Ass'n here.

Dill City, Okla.—B. N. Settle has succeeded J. D. Ricket as our mgr. He was formerly mgr. for the Farmers Elvtr. Co. at Granite.—Farmers Co-op. Ass'n.

Big Cabin, Okla.—The Austin Grain Co. has succeeded the R. H. Drennan Grain Co. here and at White Oak.—C. F. Oelke, agt. R. H. Drennan Grain Co., Vinita.

Minco, Okla.—H. Householder, mgr. for the El Reno Mill & Elvtr. Co., at Hydro, has been transferred to this station to succeed David Anderhub, who is now at Sumner.

Muskogee, Okla.—The 27 x 28 x 132 ft., 12 bin elvtr. of the Adkins Hay & Feed Co. has been completed. The house is of concrete and is equipped with the latest machinery.

Hydro, Okla.—Robert Stockton has succeeded H. Householder as mgr. for the El Reno Mill & Elvtr. Co. as Mr. Householder has been transferred to Minco, where he will be mgr. of the company's plant.

Muskogee, Okla.—Sec'y C. F. Prouty of the Okla. Grain Dealers Ass'n, was the guest of honor at a dinner recently given here by the Hogan-Hayden Grain Co., Atkinson Grain & Hay Co. and the Muskogee Mill & Elvtr. Co., at which 65 covers were laid. Every one enjoyed Sec'y Prouty's remarks as well as the excellent menu provided.

Hastings, Okla.—W. H. Mead is mgr. for the Lawton Grain & Elvtr. Co. which has leased the elvtr. of the Nelson Grain Co. here. Roy Frymire formerly mgr. and part owner of the Nelson Grain Co., is now in Lawton.

Kingfisher, Okla.—Otto Zalabak, formerly a director of the Farmers Elvtr. Co., has bot one of the elvtrs. of the Kingfisher Mill & Elvtr. Co. The last named company is putting a new foundation under the elvtr. it retained and will make other repairs on the house. The Farmers Elvtr. Co. is installing a Midget Mill and will later put in machinery for 150-bbl. mill.

OKLAHOMA CITY LETTER.

Rual Brown is now office mgr. for the Cherokee Grain Co., succeeding E. E. Hess.

Oklahoma City, Okla.—The Strader-Alexander Co. has succeeded J. Edgar Strader & Co.

The Linton-Christy Grain Co., of Wichita, has opened a branch office in the Grain Exchange Building with E. R. Bedell in charge. Mr. Bedell was formerly with the Barrett Grain Co. at Kansas City, Mo., and with the Craig Grain Co. at Wichita, Kan. A branch will be opened soon at Salina, Kan.

The Oklahoma Terminal Elvtr. Co. has been made defendant in a suit brot by E. G. Kill, former fiscal agt. for the company, to recover \$5,000 for 5 months salary alleged due him from the company. A counter suit brot by the Farmers National Bank and the company, alleges that \$600 is due them on a note executed by Kill to the bank.

OREGON

Mikkalo, Ore.—We are out of business.—Farmers Elvtr. Co.

Klondike, Ore.—I have succeeded C. F. Smith as mgr for the Farmers Elvtr. Co. here.—Ira F. Barnett, mgr.

Dufur, Ore.—Henry Bolton has been elected mgr. for the Wasco County Union Elvtr. Co., succeeding Owen Jones, who resigned.

Athens, Ore.—C. F. Smith, our former mgr., is now mgr. for the Farmers Elvtr. Co. here.—Klondike Farmers Elvtr. Co., Klondike.

Klondike, Ore.—I am no longer mgr. for the Farmers Elvtr. Co. here. Am manager for the Farmers Elvtr. Co. at Athens.—C. Fred Smith.

Portland, Ore.—Arrangements have been made with the Western Wool Warehouse Co. at St. Johns to store grain in sacks in its new wool warehouse. This will give the Oregon wheat growers a place to store their grain in a government licensed warehouse for a time.

Portland, Ore.—J. Henry Albers, who recently retired from active participation in the grain and milling trade, has suffered a stroke of paralysis and is totally blind. Mr. Albers was recently cleared by the supreme court of the charge of violating the espionage act after convictions by the lower courts had been obtained.

Myrick Ore.—One elvtr. belonging to the Myrick Elvtr. Co., and one warehouse of H. W. Collins and the depot between the two houses are all that is left of the town. All of the small houses in which employees of the 5 buildings lived were wiped out as were the shacks of the section crew which is accused of having failed to put out a grass fire it had started. The blaze caught one of the shacks and spread at once to the warehouses and elvtr. A gasoline tank located near the elvtr. caught fire and exploded, the total loss amounting to over \$200,000. Many of the 100,000 sacks of wheat burned were in cars ready for shipment but the cars burned also.

PENNSYLVANIA

Pittsburgh, Pa.—C. A. Givney, who for the past 17 years has been with Daniel McCafferys Sons Co., is now in charge of the hay dept. of George E. Rogers & Co.

Philadelphia, Pa.—Prof. John Hamilton, sec'y of the state agriculture buro from 1893 to 1903 and for 40 years a member of the faculty and staff of the state college, died July 5 at the age of 81.

Pittsburgh, Pa.—The partnership formerly existing and conducted under the name of Hardman & Heck, composed of G. M. Hardman, D. V. Heck and I. N. Daker, was dissolved by mutual consent, July 15, and was succeeded on that day by Hardman & Daker. Offices are in the Wabash Building.

Philadelphia, Pa.—The Parker Commission Co. has moved its offices to the Bourse Building.

SOUTH DAKOTA

Brandon, S. D.—W. F. Conway is now mgr. for the Farmers Elvtr. Co. John T. Reed was mgr.

Belvidere, S. D.—Farmers are organizing a company to take over the elvtr. of Hanskutt & Co.

Hudson, S. D.—The Farmers Elvtr. Co. will increase its capital stock to \$15,000. W. J. Morrison is mgr.

Running Water, S. D.—The elvtr. of P. Magnuson containing 60 bus. of wheat and 550 bus. of corn burned recently and is a total loss.

Seneca, S. D.—The elvtr. of the Farmers Elvtr. Co. was slightly damaged by fire on July 15th and the loss which was small was largely due to water.

Strandburg, S. D.—We have not bot the elvtr. of the Farmers Grain & Lbr. Co. We bot only the lumber yards. The company still own the elvtr. and the coal yards and will operate them.—A. Fors, agt. Hagna Gilbert Lumber Co.

Langford, S. D.—The elvtrs. of the Olson Elvtr. Co., the National Elvtr. Co., and the Empire Elvtr. Co. burned recently with a loss of \$100,000. Grain amounting to 9,000 bus. was destroyed. Two cars of coal and the C. M. & St. P. depot which was 50 ft. from the elvtrs. also burned.

Rockham, S. D.—G. A. Smyth, formerly with the Equity Auditing Ass'n of Aberdeen, is the new manager of the Rockham Farmers Elvtr. Co. G. A. Buss, former manager, was killed in an auto accident last week. He died of embolism of the heart when he was struck by an auto which knocked him down and dislocated his hip.

SOUTHEAST

Columbia, S. C.—Ruff & Co. are reported to be contemplating the discontinuance of their grain department.

Jacksonville, Fla.—The elvtr. of W. L. Brandon & Co. is not in operation now but may be by Sept. 1st.—W. L. Brandon.

Murfreesboro, Tenn.—We are just starting into the grain and seed business.—E. C. Cannon, Jr., Sec'y Henry King & Co.

Miami, Fla.—Taylor & Stoughton has succeeded Taylor & Smith, which was recently dissolved. Ralph H. Stoughton is the new partner. Offices are in the Bedford Building.

TENNESSEE

Union City, Tenn.—H. C. Stanfield is receiver for the Dahnke-Walker Milling Co.

Memphis, Tenn.—Jas. E. Bennett of James E. Bennett & Co. has bot the membership of the J. Rosenbaum Grain Co. in the Merchants Exchange. He has applied for membership.

TEXAS

Ralls, Tex.—The Alexander Grain Co. has completed its 25,000-bu. elvtr.—W. L. Hendrick.

Amarillo, Tex.—Our new branch office is in the Blackburn Building and J. W. Ricks is in charge.—Townsend Grain Co.

Mt. Vernon, Tex.—J. A. Birdsong, mgr. of the Kell Milling Co. here, was recently married to Miss Lora May Judson.

Abilene, Tex.—Y. P. Yarbrough, prop. of the Yarbrough Mill & Elvtr. Co., has sold his mill and elvtr. and will move to Belton.

La Feria, Tex.—The Valley Box & Crate Co. is building a warehouse for a sheller at this point.—Tested Seeds Co., San Benito.

Westover, Tex.—The Farmers Mill & Elvtr. Co. is installing new head and legs in its elvtr., increasing its capacity.—Dorsey Grain Co.

Gatesville, Tex.—J. B. Woolverton and Wm. Clay of Stephenville, have leased the elvtr. of the Coryell County Elvtr. Co. and are thoroly overhauling the house. Mr. Woolverton will be mgr.

Seymour, Tex.—The Rigsby Grain Co. has succeeded the Fuller Grain Co. Mr. R. Fuller died last April. The new firm is composed of F. R. and G. D. Rigsby of Wichita Falls. F. R. Rigsby is in charge as mgr.

Corpus Christi, Tex.—Paul E. Kroschell, a member of the Corpus Christi Grain Co., was reported missing about the first of the month and it was alleged a card from him had been received saying he was in Chicago, and was going to kill himself. Search was made and he was found, July 20, in his room at a hotel in that city, dead. Mr. Kroschell was a cripple having lost both legs in an accident.

UTAH

Salt Lake City, Utah.—T. S. Hooker & Co. incorporated for \$10,000 to do a grain and feed brokerage business.

Ogden, Utah.—J. F. Welch, federal grain supervisor, has reached Ogden and is now in charge of the office which the government opened here July 11. The offices are in the Col. Hudson Building, adjoining the Grain Exchange. He will have the supervision of Utah, Nevada, Idaho, Wyoming and Montana. Mr. Welch was formerly stationed at Tacoma, Wash., in the same capacity.

WASHINGTON

Spokane, Wash.—The Boyd-Conlee Co. is building a new 50,000-bu. elvtr., 40 x 40 ft. and a warehouse, 60 x 50 ft.

Walla Walla, Wash.—Owsley & Case, which discontinued business after years in the grain trade, is being reorganized and will fall in line again.

Pullman, Wash.—The annual meeting of the Washington Grain Growers, Shippers & Millers Ass'n was held July 12 and was thoroughly enjoyed by all who were able to attend.

Chehalis, Wash.—Virgil Baker and W. H. Smith have bot the Chehalis Grain Co. of A. E. Pollom. The name of the company will not be changed although it is now a branch of the Baker Fuel Co. of Olympia.

Seattle, Wash.—The Tri State Terminal Co. is reported at its recent annual meeting to have voted to retire from business and disincorporate. It has been in business for many years and operated in this state, Oregon and Idaho.

Mohler, Wash.—The Washington Grain Growers Ass'n has leased the property of the Independent Grain Co. here for two years. C. E. Hudson, formerly with the Seattle Grain Co., will be mgr. The Independent Grain Co. succeeded the Mohler Union Warehouse Co. recently.

Latah, Wash.—The Farmers Union Grain & Supply Co. has sold its entire holdings to a new corporation, the Latah Grain Co., incorporated for \$25,000. It is practically the same as the old company and is a farmers company. The old company sold out because Mgr. H. C. Kreysler, who has managed the business for the past 8 years and who held more than 60 per cent of the stock, wished to retire from active business. It was thought best to sell out the entire holdings and let new members come in and old ones that wished to get out. The company has been a success and made money for its members and the farmers. The Farmers Union Grain & Supply Co. will retire from the trade.—H. C. Kreysler.

WISCONSIN

Maiden Rock, Wis.—The Grange Shipping Ass'n has succeeded the A. S. of E. Shipping Ass'n.

Ripon, Wis.—The merger of the Badgers Farmers Elvtr. Co. and that of the Ripon Farmers Elvtr. Co. has been completed.

Fond du Lac, Wis.—E. A. Stellmacher is again with the Helmer Milling Co. in charge of an office here. Henry Potter is mgr. of the mill and elvtr.

Sturgeon Bay, Wis.—The elvtr. and warehouse of Teweles & Brandeis was damaged by fire recently to the extent of \$5,000. Repairs are now being made.

Black River Falls, Wis.—The Farmers Home Elvtr. Co. is the name decided on for the new elvtr. company which has been called the Farmers Elvtr. Co. and the Shamrock Buckwheat Milling Co.

Barton, Wis.—Herman W. Suckow, broker and miller here, drowned while fishing, July 10. He was alone and it is that he was overcome by the heat and fell into the lake. He was 38 and has been a member of the Milwaukee Chamber of Commerce for the last 8 years. Burial was at Milwaukee where his family resides.

Watertown, Wis.—Henry L. Goemann, of Mansfield, O., and lately of Chicago, Ill., has bot the plant of the American Grain & Malt-ing Co. here for \$15,000. The plant has been in the market for some time, in fact since the fire last fall, but Mr. Goemann's offer was taken as he had decided that he would rebuild the elvtr. and make a modern grain handling plant out of it. The deal includes machinery and all equipment of every kind. It is a splendid, up-to-date malt house, with a capacity of 2000 bushels a day or 700,000 a year. The elvtr. burned last fall had stood the test for 60 years but was not in operation at the time of the fire. C. E. Emmerling has been in charge of the plant for many years and will remain with Mr. Goemann.

MILWAUKEE LETTER.

Herman W. Suckow, a member of the Chamber of Commerce since 1913, was overcome by heat and drowned in Wallace Lake, July 10. He was in the brokerage business at Barton, but lived here with his mother.

Mark Farley just celebrated the completion of his quarter century of service as receiver of grain quotations on the Chamber of Commerce. In the 25 years he has never been ill and has only been absent when on vacations. His host of friends on the board showered him with congratulations.

WYOMING

Deaver, Wyo.—Ed. T. Long, formerly prop. and mgr. for the Deaver Grain Co., is now located at Hastings, Neb.

"WIRE YOUR CONGRESSMEN and insist that the tariff on a barrel of flour be four and one-half times the tariff on a bushel of wheat for if a tariff be placed on wheat an equalizing tariff should be placed on the products of wheat" is the substance of a message sent to members of the Millers National Federation on July 15 by sec'y A. P. Husband.

Mexico's first grain sterilization plant is now under construction at Guaymas, Sonora, and is to have a capacity of 40,000 pounds per hour. It will be ready to handle the new crop. According to one of the representatives of the Marshall Hall Grain Co., who recently returned from Mexico on a business trip, the Mexicans are willing to finance any thing or article of merit that will prove of benefit to Mexico or will help Mexican conditions.

No Radicalism in Michigan.

At a meeting of the Kiwanis Club of Lansing, Mich., which was attended by representative business men and a number of prominent leaders in the Michigan agricultural situation, an address was delivered by R. I. Mansfield of Chicago on "Present Day Tendencies in the Business World." Mr. Mansfield is chairman of the special executive committee of the Grain Dealers National Ass'n.

It is apparent from reports received from the meeting that the Michigan farmers are not all in favor of the Capper-Tichner Bill nor are they a unit in favoring the marketing system proposed by the U. S. Grain Growers, Inc. It will be difficult for any radicalism or decided departure from present marketing methods to be successful in that state as the country population has no leaning in that direction.

Speakers for Grain Dealers' National Meeting.

Senator Medill McCormick of Illinois and Dr. R. E. Doolittle of the Bureau of Chemistry, long identified with the pure food regulations of the U. S. Dept. of Agriculture, have accepted invitations to address the Grain Dealers National Ass'n at its annual meeting at Chicago Oct. 3, 4 and 5.

R. I. Mansfield, chairman of the special Executive Com'te of the Ass'n, will present a report on the campaign of education of farmers on economic marketing, so that they may avoid the pitfalls of promoters of marketing plans.

Supply Trade

The world isn't interested in the storms you've encountered at sea; the question is, "Did you bring your ship into port?"

Sign in a Chicago office says: "Any salesman reporting business bad or that there is no business, automatically hands in his resignation."

Advertising will be the big factor in keeping business up to normal and a great help in the elimination of reckless booms. Nothing can bring business back quicker than to advertise right now.—Roger W. Babson.

Springfield, Ill.—The new Illinois law, S. B. No. 265, licensing architects, amends Sec. 8 of the old law to provide for examination by the department of registration and education of applicants for registration as architects.

Minneapolis, Minn.—C. W. Carter, pres., and J. H. Mayhew, vice-pres. of the Carter-Mayhew Mfg. Co. sailed from New York on July 5th for Europe. While there they propose to perfect arrangements for the manufacture and sale abroad of the Carter Disc Separator.

The abolition of publishers' commissions to advertising agencies would ultimately benefit all worthy publishers, agencies and advertisers; it could injure only those agencies whose services are not valuable enough to command a price, and publications whose space will not sell on its merits.—Advertising & Selling.

Chicago, Ill.—A. M. Crain, formerly connected with Janse Bros., Boomer, Crain & Howe and later with the Witherspoon-Englar Co., together with A. F. Eiserer, for 15 years designing engineer in charge of estimating and purchasing for James Stewart & Co., have organized the firm of A. M. Crain & Co. to engage in the design and construction of grain elevators.

Chicago, Ill.—A new book on belt conveyors has just been published by the Link-Belt Co. The book, No. 215, gives the correct methods of figuring belt conveyors and the details entering into them; price lists which will enable the user to determine the cost of a complete conveyor or any portion of a conveyor. This book should be a valuable addition to the elevator operator's library and will be sent upon request.

An invention by a draftsman employee confers on the employer a shop right to its use, under a decision May 20 by the U. S. Circuit Court of Appeals, in *Ingle v. Landis Tool Co.*, that "The fact that a patentee, at the time he made the invention, was employed by a manufacturing company as a draftsman, but under no contract to use his inventive faculties for the benefit of the employer, does not vest the employer with the entire property right of the invention and the patent monopoly thereof, or with anything more than a shop right to use the invention."—272 Fed. Rep. 464.

Washington, D. C.—Congressman F. Lampert of Wisconsin has introduced H. R. 7077 to increase the force and the salaries of the patent office and incidentally to increase the fees for filing original applications from \$15 to \$20; for copies of uncertified specifications to 20c, and for copying records, 10c per hundred words. Inventors and machinery manufacturers will be delighted by this increase, which adds materially to the expense of the patent office without increasing its efficiency. If some congressman with a little backbone would increase the working hours of all the government employees to eight hours a day, increases of salary to the efficient might be granted without increasing the cost of the department to the government, as increasing the hours and reducing the number of employees would encourage the others to do a little work occasionally.

THE PRICE of native wheat in England for the month of June was announced by the Ministry of Agriculture to be 86 shillings, 6 pence, for 504 lbs., properly payable by millers, who will be given a refund by the Board of Trade of not less than 20 shillings per 504 lbs. of home grown wheat ground. The buying price is equivalent to \$2.46 per bushel; and the millers who grind it will have something like 60 cents per bushel returned to them.

Feedstuffs

NEW ORLEANS, LA.—The Royal Feed & Milling Co. has increased its capital stock to \$400,000.

LOUISVILLE, KY.—The Rapier Sugar Feed Co. has been incorporated with a capital stock of \$200,000.

JASONVILLE, IND.—The Flem Vanmeter Flour & Feed Co. has filed a preliminary certificate of dissolution.

SCHUMM, O.—Outside of the districts around Schumm and Rockford alfalfa looks fine.—D. M. C.

BUFFALO, N. Y.—The local plant of the Archer Daniels Linseed Co. burned July 10. Loss is estimated at \$50,000.

PIERRE, S. D.—The Alfalfa Manufacturing Co. hereafter will be known as the California Alfalfa Manufacturing Co.

A NEW FEED for the southern planter is a meal made by grinding a wild southern grass called "maiden cane" or "pyfee grass."

M. A. DONNER, formerly in the feed business at Buffalo, N. Y., is now in the feed business at Watertown, N. Y., on his own account.

WESTERN FEEDERS are becoming alarmed over the appearance of large numbers of alfalfa weevil in the territory surrounding Reno, Nev.

LOUISVILLE, KY.—Henry Freuchtenicht has registered the words "Blue Grass" as his trademark No. 141,364, for use on dairy, poultry and hog feeds.

MINNEAPOLIS, MINN.—We are starting up a rolled oats mill here in Minneapolis.—The Price Food Products Corporation, per John Tewes, ass't treas.

ST. LOUIS, MO.—The Luehrmann Hay & Grain Co. has registered as its trademark No. 143,932 for use on horse and chicken feed, the words "Big Horn."

CLINTON, IA.—The Champion Milling & Grain Co. has registered the word "Champion" as its trademark No. 142,328 for use on various kinds of feed.

MINNEAPOLIS, MINN.—Oil cake forwarded from this market during June amounted to 11,189,870 lbs.; compared with 12,753,642 lbs. forwarded during June, 1920.

ST. LOUIS, MO.—Creditors of the bankrupt Alfalfa Products Co. were called to a hearing on July 14 to consider the application of an attorney of the trustee for fees amounting to \$150.

GRUNDY CENTER, IA.—We have taken over the feed business of the Grundy Feed & Coal Co. and at present are the only handlers of mill feeds at this station.—The Farmers Co-op. Elevator Co.

BIRMINGHAM, ALA.—Ernest Redd has registered a rectangular design within which is inscribed the picture of a horse and the word "Tango" as his trademark No. 142,907 for use on feed and grain.

WICHITA, KAN.—The Lowe-Adams Grain Co. is now being conducted as the Lowe Bros. Grain Co. Besides its activities in the grain business the company makes a specialty of handling all kinds of feed.

MINNEAPOLIS, MINN.—We have had a remarkable advance in the value and the demand for oil cake for export, caused no doubt by the unusual heat and drought of western Europe.—Archer Daniels Linseed Co.

CHICAGO, ILL.—Of the new plant of the International Milk Flour Co. at Wellsboro, Ind. S. T. Hart, general manager, Chicago, writes: Our Wellsboro plant will manufacture sweet, whole milk powder exclusively, but the plant can manufacture dried buttermilk as well.

BUFFALO, N. Y.—The Curtis Grain Corporation has registered an artistic circular design thru which is written the letters "C. G. C." and under which is inscribed the word "feed" as its trademark No. 138,673 for use on dairy, hog and poultry feeds.

BEAUMONT, TEX.—For use on poultry feeds the Josey Miller Co. has registered as its trademark No. 140,496 a rectangular design which contains the picture of a chicken and the words, "Shure Kackle Poultry Feeds for Lightning Results." A border around the design consists of numerous marks representing lightning.

KANSAS CITY, MO.—The Ralston Purina Co. of St. Louis, Mo., will establish a depot and distributing station in this city for the assembling of alfalfa hay for shipment to mills and for the distribution of stock feeds in the Kansas territory. Already the company has leased forty thousand square feet in the Dickey hay warehouse in the East Bottoms.

WABASHA, MINN.—The R. E. Jones Co. is now operating its new feed mill. A complete line of feed grinding machinery gives the plant a total capacity of 300 tons of feed per day. Grain storage is provided alongside the mill by a 100,000-bu. elevator. C. S. Sheffield, formerly manager of the Twin Cities Trading Co. of Minneapolis, Minn., has charge of the mill.

"HIGH FREIGHT RATES on feed and livestock prevent the producers of South Dakota from replenishing their ranches and general business conditions warrant some reductions in rates on commodities, the movement of which is being stifled by the present abnormal rate levels" is the July 12 message of the South Dakota Railroad Commission to the Interstate Commission.

MINNEAPOLIS, MINN.—The body of Gordon Grimes, sec'y-manager of the Fruen Cereal Co. has been found in Lake Calhoun in forty feet of water. Mr. Grimes had gone from his home for a swim, left his clothes on the shore and never was seen since. As he was an excellent swimmer the relatives of Mr. Grimes would not believe he had been drowned, believing he had been overcome by the heat and had wandered away.

LOS ANGELES, CALIF.—Receipts of feed at this market during June were considerably over the receipts during June, 1920. June receipts in carloads follow: Bran 11; shorts 8; cocoanut meal 4; cottonseed and cottonseed products 38; beet pulp 6; poultry feed 11; compared with receipts during June, 1920, of bran 22; shorts none; cocoanut meal 2; cottonseed and cottonseed products 25; beet pulp none; and poultry feed 6.

FEED AND FLOUR DEALERS of southern Wisconsin and northern Illinois have organized themselves into the Midwest Grain & Feed Dealers Ass'n, which will have its headquarters at Rockford, Ill. Charles Hylan of Cherry Valley, Ill., and Maurice Shurtleff of Marengo, Ill., were instrumental in getting the organization under way. They say the purpose is to get the dealers together for their mutual benefit and for the improvement the standards of service rendered the public.

CONCORD, MASS.—The Quaker Oats Co. won a reversal of judgment by the Supreme Judicial Court of Massachusetts June 2, 1921, in the suit by Lester Tompkins to recover damages for the death of his poultry by eating Schumacher feed made by defendant and purchased of the Whitney Coal & Grain Co. The complainant had been using the feed with great success for two or three years, but it seems that in some way salt had become mixed with the last lot. The court held that Tompkins, not having bot of the manufacturer, could not hold him in damages; and that there was no proof defendant knew the particular shipment to the Whitney Coal & Grain Co. was unfit.—131 N. E. Rep. 456.

LAWRENCEBURG, IND.—At a meeting of the directors, stockholders and creditors of the Nutritia Co., manufacturers of poultry and stock feed, it was decided to appoint George P. L. Squibb, a wealthy retired distiller, as liquidating trustee of the plant. Mr. Squibb is to take the plant over and operate for the benefit of the creditors, the largest being the various banks with which the company transacted its business. The liabilities are given at \$428,000 and the quick assets are only little more than half that amount.—C.

WEIGHT TESTS of various feeds and other grain products were conducted recently by the Utah Board of Agriculture at Salt Lake City. Some of the findings follow: Bran in sacks labeled 80 lbs. were shown to contain but 78 lbs.; ground barley in sacks marked 100 lbs. weighed 99 lbs.; and shelled corn in sacks labeled 100 lbs. weighed between 97 and 98 lbs. The state in making public these facts explained that the reduction of weight was probably caused by the evaporation of moisture from the products and pointed out that the sacks of feed contained the same food value without the evaporated moisture. Utah has no law which explains the tolerance to be allowed on mill products and grains.

Wisconsin-Illinois Feed Merchants Meet.

The annual convention of the Wisconsin-Illinois Feed Dealers Ass'n was held on July 20 at Janesville, Wis. The meeting was devoted largely to the problems the dealers have to contend with in marketing their feed.

Prof. Fred C. Minkler, director of the American Feed Manufacturers Ass'n, in his address called attention to the fact the feed business of today is very similar to the fertilizer business of 20 years ago, when there was a tendency on the part of the farmer to use raw materials as fertilizer.

To overcome the present tendency of the various feeders to revert back to the feeding of raw grains in the place of manufactured feed the professor suggested that the dealers study more thoroly the needs of the feeders and then point out the advantages of manufactured feeds over rough or raw feeds.

To conduct the affairs of the Ass'n during the coming year the following officers were selected: Pres., A. A. Nowak, Juneau, Wis.; vice pres., C. G. Hooker, Wausau, Wis.; and sec'y-treas., Otto Timm, Plymouth Wis.

Possibilities of Powdered Products in the Feed Business.

S. T. Hart, general manager of the International Milk Flour Co., is optimistic about the future of the powdered product business. While the company's plant at Wellsboro, Ind., at present is turning out nothing but powdered whole milk, Mr. Hart has the following to say about the possibilities of dried products in the feed business:

It is a well-known fact that dried whole milk, dried skim milk and dried buttermilk are of easy digestion when fed straight to baby chicks.

In combination with grain or other products they make an excellent feed for chickens and stock. Such feed is especially adapted for the fattening of hogs because of its large percentage of proteins and vitamins.

But milk powders are not the only powders which can successfully be used as feed for animals, when in combination with grain or other products.

Blood, containing large percentages of albumens and proteins, received in enormous quantities as a stockyards by-product, is used as a fertilizer and is a low-priced article. Converted into a powder it will have a high market value.

Molasses of low grade, received in large quantities as a by-product of sugar factories, contains large amounts of salts and sugars. The present cumbersome system of transportation, with its subsequent expense, spoilage and loss can be eliminated by converting the molasses into powder form.

Gluten and steeps in the starch factories, both also contain large amounts of vitamins and phosphates. This product, too, can be rendered into a powder.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Western Trunk Lines in 1-P gives the rules, regulations and exceptions to classifications, effective Aug. 8.

C. R. I. & P. in a suspension notice issued June 10 by the Interstate Commerce Commission announced the suspension of 1303.

C. B. & Q. in Sup. 2 to 7072-I gives the class and commodity distance rates between Illinois stations on the Burlington, effective Aug. 20.

C. & A. in Sup. 1 to 1653-D gives the joint rates applying on grain moving from stations in Ill., on the C. & A., C. & I. M. and C. & N.-W., also St. Louis, Louisiana, Mo., to Sheldon, Ill., effective Aug. 13.

C. B. & Q. in 2964-F gives the rates on classes and commodities between Chicago, Peoria, Ill., Winona, St. Paul, Minneapolis, Minn., and stations on the St. Louis & Hannibal, also rates on grain to Chicago and Peoria when for export, effective July 20.

A. T. & S. F. in Sup. 10 to 7481-G gives the joint rates on grain products and seeds from stations in Colo., Kan., Mo., and Okla., also Superior, Neb., to points in Ala., Ark., Kan., La., Mo., Miss., Okla., Tenn., and Tex., effective July 28.

A. T. & S. F. in Sup. 9 to 7481-G gives the joint rates on grain products and seeds from stations in Colo., Kan., Mo., and Okla., also Superior, Neb., on the A. T. & S. F. to points in Ala., Ark., Kan., La., Mo., Miss., Okla., Tenn., and Tex., effective Aug. 10.

C. B. & Q. in Sup. 3 to 5100-E gives the commodity rates on flaxseed, grain, grain products, coal, coke, livestock and lumber between stations in the Burlington, stations on connecting lines and stations on the Ft. D., D. M. & S. and the Inter-Urban Ry., effective Aug. 22.

C. R. I. & P., under special permission of the Interstate Commerce Commission, on July 6 issued a postponement notice that Sup. 12 to 28405-D is cancelled; Sup. 8 to 28405-D is postponed until further notice and that supplements 5, 6, 8, 11 and 13 are effective.

C. B. & Q. in Sup. 25 to 3457-H gives the local and joint rules and regulations, including reconsigning, stopping in transit, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, etc., effective Aug. 15.

C. B. & Q. in Sup. 12 to 3200-E gives the local, joint and proportional rates on grain, grain products, and seeds between Missouri River points and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Winona, Minn., La Crosse, Wis. and stations taking the same rates or higher, effective Aug. 16.

C. R. I. & P. in Sup. 9 to 19687-L gives the joint and proportional rates on grain, grain products, seeds, hay, broom corn, from Missouri River stations and other stations in Ill., Ia., Minn., Mo. and S. D. on the C. R. I. & P. to Mississippi Valley points, and other stations in Ala., Ark., Fla., La., Miss., and Tenn., also Gulf Ports when for export, effective Aug. 1.

C. & A. in Sup. 18 to 1596-E gives the joint and proportional rates on grain and grain products from stations in Ill., on the C. & A., C. & I. M. and C. & N. W. to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Ark., Fla., La., Miss., and Tenn., also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla. Port Chalmette and Westwego, La., when for export effective Aug. 15.

A. T. & S. F. in 5702-G gives the local, joint and proportional rates on broom corn, castor beans, pop corn, seeds, hay, straw between points in Kan., Colo., Okla., also Superior, Neb., and Joplin, Mo., and Kansas City, Mo., Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking the same rates or higher also Kansas and Oklahoma distance rates, also rates on corn husks from stations in Okla., to Chicago, St. Louis, E. Ft. Madison, Ft. Madison and Missouri River points, effective Sept. 1.

C. B. & Q. in Sup. 9 to 1362-L gives the local, joint and proportional rates on grain, grain products and seeds and articles taking the same rates between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc., and stations in Ill., Ind., Ky., west bank Mississippi River points [from Dubuque to St. Louis], also Green Bay and Kewaunee, Wis., also to points east of the Ill., Ind., state line or south of the Ohio River, effective Aug. 10.

C. & A. in Sup. 3 to 1596-F gives the joint and proportional rates on grain and grain products from stations in Ill. on the Alton, C. & I. M., and C. & N.-W., also from Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Fla., La., Miss., and Tenn., also to Key West, Pensacola, Fla., Mobile, Ala., New Orleans, La., when for export. Issued on June 13 on order of the Interstate Commerce Commission. Pending re-issue or cancellation 1596-E will remain in effect.

C. B. & Q. in Sup. 6 to 1218-G gives the local, joint and proportional rates on grain, grain products, etc., from stations in Kan., Neb., Wyo., and Colo., on the Burlington to Cairo, Metropolis, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., and stations taking same rates or higher also Port Arthur, Beaumont, Port Bolivar, Tex.; New Orleans, Southport, Westwego, Port Chalmette, La., Pensacola, Fla., Mobile, Ala., Gulfport, Miss., Galveston, Houston and Texas City, Tex., when for export effective Aug. 1.

C. R. I. & P. in Sup. 20 to 22000-F gives the local, joint and proportional rates on grain, grain products and seeds between Chicago, Moline, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., and stations on the Rock Island and connections in Ill., Ia., Minn., Mo., and S. D., including St. Joseph, Kansas City, Mo., Council Bluffs, Ia., Armourdale, Atchison, Leavenworth, Kan., Albright, Omaha, and S. Omaha, Neb., effective Aug. 29.

C. B. & Q. in Sup. 22 to 5400-B gives the local, joint and proportional rates on broom corn, flaxseed, grain and grain products between Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Pacific Junction, Sioux City, Iowa; Atchison Leavenworth, Kan.; Kansas City, St. Joseph, Mo., and stations taking same rates, also all stations on the Burlington lines west of the Mississippi River with the exception of Colo. points and stations west of the Mississippi, also stations on the C. & N. W.; R. C. B. H. & W. Ry.; and the Colo., Wyo. Ry., effective July 16.

Canadian Inquiry Permanently Enjoined.

The temporary injunction restraining the Grain Inquiry Board from proceeding with its investigation into grain marketing was made permanent July 11 by Justice Curran at Winnipeg, Man., holding the order in council of Apr. 12 appointing the Board, to have been beyond the powers of the Dominion Government and an interference with the legal rights of the grain dealers.

In his judgment, Justice Curran examined the provisions of the Inquiries Act in their relation to the clauses of the British North America Act defining the distribution of powers as between the Dominion and the provinces, and took the position that the Dominion could not enquire into matters over which it had no jurisdiction. Taking up the terms of the Order-in-Council and the Commission, he examined them in the light of court decisions on the meaning of "good government of Canada and the public business thereof" and of "regulation of trade and commerce," which is assigned to the Dominion, and concluded that the particular inquiries directed to be made could not be sustained under these or under any other powers of the Dominion, and must therefore, be declared illegal, and the appellants were entitled to protection against interference with their legal rights.

The British North America Act has its parallel in the Constitution of the United States.

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Experience is a wonderful asset. The Ellis Drier Company, has had 23 years experience in drying all classes of material including grain, rice, cotton-seed, meal, hominy, grits, etc. If you have a drying problem our experience may be of help to you. Your correspondence is solicited.

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Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages of bond paper contain 14,910 expressions for present-day terms, and no two of them are near enough alike to cause confusion. Bound in flexible leather. Price, \$3.00; Book paper, board cover, \$1.50.

Robinson Cipher Code with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3½x6 inches, 77 pages, \$2.00.

Riverside Code, fifth edition, for millers and flour dealers. Bound in flexible leather, 228 pages, \$3.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price \$12.50.

Cross Telegraphic Cipher Code, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

GRAIN DEALERS JOURNAL

305 S. La Salle Street,

Chicago, Ill

Grain Carriers

THE ERIE on July 14 returned 1,200 more men to work in the shops.

FIFTEEN per cent of the freight cars in the country were reported in bad order on June 15.

BECAUSE OF AN INCREASE in business the U. P. on July 17 re-employed 1,500 workers on its mountain division.

IN THE OPERATION of its vessels alone the Shipping Board sustained a loss of \$200,000,000 during the fiscal year ending June 30.

TO DETERMINE the relative cost of hauling by trucks and by rail the National Hay Ass'n is sending out a questionnaire to its members.

GRAIN LOADINGS on the Santa Fe for the week ending July 15 numbered 4,331, compared with but 1,621 loadings during the corresponding week in 1920.

CANADIAN union and rail interests have agreed on wage reductions that would reduce the wages of all union rail workers various amounts ranging from 7½ to 10 cents per hour.

THE U. S. RAILROAD Labor Board ruled July 11 that daily wage guaranties to employees established during government control are automatically affected by labor board orders decreasing pay.

"THE RAILROADS should not be allowed to sacrifice the future of the West on the altar of the present revenues."—S. H. Cowan of the American Livestock Ass'n to the Interstate Commerce Commission on July 15.

"CATTLE shipped into Michigan to be fed should come in at a lower rate," is the plea of the Michigan carriers to the Central Freight Ass'n, in asking permission to reduce cattle rates 25 per cent.

CHICAGO STEAMSHIP LINES, Inc., in S. B. 3 gives the charges absorbed at Chicago, Ill., when the industries are located on steam carrier lines, and when shipments move over the great lakes.

OCT. 3 is the date set for the return of process in the suit by the State of Texas attacking the constitutionality of the Railroad Labor Board and the Interstate Commerce Commission under the Transportation Act.

FORT WORTH, TEX., July 16.—The car shortage is serious, especially on the Orient and some of the shorter lines. Practically the same condition prevails all over the state.—H. B. Dorsey, sec'y., Texas Grain Dealers Ass'n.

A BILL, introduced into the House by Representative Harrison of Virginia would remove the transportation tax on grain and other agricultural products. The bill has gone to the Ways & Means Com'te for consideration.

"REDUCE THE PRESENT RATES on grain, hay and feed from Memphis to points in western Tennessee," was the plea of E. A. Anderson and others of Memphis, Tenn., to the Tennessee Railway Commission. The Commission took the case under advisement.

RATES on grain products and grain by-products shipped in sacks from Chicago, Ill., and Milwaukee, Wis., to New York Harbor points by way of the Great Lakes and the Erie Barge Canal are shown in tariff S. B. 13 of the Chicago Steamship Lines, Inc.

WHEN THE RATE ADVANCES WERE MADE the south was prosperous. A southern planter could afford \$40 hay with 30-cent cotton but he cannot afford \$30 hay with 7-cent cotton. The south probably never will be a forage producer but if steps are not taken to relieve the rate oppression on hay substitutes for hay will be grown and fed in its place. Western farms will have lost their largest market for one of their greatest crops.—N. C. Campbell, pres. K. C. Hay Ass'n.

THE PROPOSED establishment of a car ferry across Lake Michigan from Milwaukee to Muskegon by the Pennsylvania Lines would greatly increase Milwaukee's capacity for shipping grain, feed and seed. The ferry will probably connect at Muskegon with the Muskegon Ry. & Navigation Co.

THE ALTON, the Santa Fe and the Northwestern this year, all wanted the honor of bringing the first car of new wheat to the Chicago market. All three brot new wheat in on July 1 but the Alton came in the morning and the other roads brot theirs in in the evening.

FREIGHT RATES are too high and farmers cannot continue to pay them. It is certain that if agriculture is to get any real relief that the carriers must reduce their rates.—Representative Anderson, chairman of the Joint Congressional Comm'n of Agricultural Inquiry.

WESTERN GRAIN CARRYING ROADS continue to report movements of grain equal to, or more than the movement during the corresponding period last year. The Milwaukee, during the week ending July 16 loaded 1,572 cars with grain compared with 1,581 cars loaded during the corresponding week last year.

VESSEL loading at the ports of the Argentine is still antiquated largely on account of the opposition of labor interests to the installation of grain loading machinery. The objection is that such installations will do away with too many workers. At present practically all grain vessels are loaded by man power.

A HAY SHIPMENT was made recently to a receiver at Shreveport, La. The carrier had been repeatedly requested to give notification of arrival. Shipment arrived on Aug. 20 and no notice of arrival was given until Sept. 12. The Interstate Commerce Commission decided the shipper was entitled to reparation.—I. C. C. 12257.

"EASTERN CARRIERS will be aided by the operation of a Great Lakes-St. Lawrence Waterway because when prosperity returns the rail carriers will be unable to handle the increase in traffic," is the substance of an address delivered by Senator Lenroot of Wisconsin before the Great Lakes-Tidewater Ass'n in session at Quebec on July 15.

OAKLAND, CAL.—In preparing to handle a large volume of export grain thru its Oakland branch the Albers Milling Co. has appealed to the California Railroad Commission to establish rates for the storing and handling of grain at Oakland. It asks that these rates correspond with the tariffs in effect at Porta Costa warehouses.

A CAR SHORTAGE COMPLAINT was received by the Nebraska Railway Commission on July 16 from an elevator operator at Princeton, Neb., who claimed he had bought 10,000 bus. of wheat and could get no cars in which to ship it. The shipper, located on the U. P., said the carrier claimed it had to send its cars to Kansas where the situation was more critical.

SWITCHING CHARGES assessed by the M. & St. L. Ry. at Minneapolis, Minn., are being investigated by a representative of the Interstate Commerce Commission working with a representative of the Minnesota Railroad and Warehouse Commission. The carrier recently asked permission to increase its charges for this service, claiming that it is losing \$40,000 a month by switching at the present rates.

THE SHIP CANAL now under construction around the Niagara Falls, between Lake Ontario and Thorold, will when completed, greatly facilitate the movement of grain between Lake Erie and Lake Ontario. The probable cost of the channel will be \$75,000,000 and it will be deep enough to accommodate most ocean vessels. American ships will be permitted to use the canal on equal terms with Canadian vessels.

BEFORE FEDERAL CONTROL for a period of many years, there was no serious strike or serious disagreement between the officers and the men. Every employe understood that he had the right of appeal to the general manager. Substantial justice was done to all and the employes as a body were satisfied and worked in close co-operation with the officers.—V. P. Atterbury, of the Pennsylvania.

HENRY FORD'S RAILWAY, the Detroit, Toledo & Ironton, on July 18, filed with the Ohio Public Utilities Commission schedules of freight rates that show 20% reduction. Thus Mr. Ford has gained the distinction of owning the first railway in the United States to voluntarily reduce its rates 20%. Saturday night shippers of grain tho, can not expect to have their grain move over this road on Sundays for one of the first things Mr. Ford did after he took over the road was to issue orders that the road would operate but 6 days a week.

THE ALBERS MILLING Co. of Seattle recently complained to the Interstate Commerce Commission that the rates on grain and grain products between Oakland, Cal., and other points in California, during the period of federal control were unduly prejudicial. Complainant claimed the Oakland disadvantage, as compared with South Vallejo, Cal., was 3 cents on inbound shipments and 3½ cents on outbound shipments. The Commission in dismissing the case declared that no damage had been shown by the complainant.—I. C. C. 11955.

OF THE FUNCTIONS OF RAIL CONTROL agencies, J. E. Benton, Consul for the National Ass'n of Railway and Utilities Commissioners says: Whatever courts may determine as to the extent of federal power our dual system of regulation will function somewhat awkwardly until our regulator agencies, federal and state, both act in frank recognition of the fact that while complete power is not vested in either, nevertheless together they have such power, and ought to find a way to exercise it in such fashion as completely to meet whatever need may arise and without conflict or controversy or delay.

MINIMUM WEIGHTS on grain and grain products, effective in Idaho, will be discussed at Boise, Ida., when the Idaho Public Utilities Commission hears the complaint filed by the Colorado Milling & Elevator Co. against the Oregon Short Line. The complainant claims that, in three instances it asked for cars of 60,000 lbs. capacity and that the shipments in every case weighed less. The carrier furnished the shipper with 100,000 lb. capacity cars and charged the complainant the rate scheduled in the tariff for the 100,000 lb. cars. The shipper thinks the rate unfair. The carrier contends the charge was made according to its tariffs. The hearing takes place July 25.

RESHIPPING RATES from Chicago, Ill., south-east, on grain and grain products effective July 10, according to J. S. Brown, mgr. Transportation Department, Chicago Board of Trade, will be as follows: (1) When originating in trans-Mississippi territory except northern Iowa territory the rate will be 11 cents to Cairo, Evansville, Metropolis and Thebes and 12 cents to Cincinnati, New Albany, Jeffersonville; (2) when originating in Northwestern territory the rate will be 11 cents to Cairo, Evansville, Metropolis, Thebes, Cincinnati, New Albany and Jeffersonville, and 12½ cents to Louisville; (3) when originating in northern Iowa territory and Illinois territory the 11 cent rate will prevail to Cairo, Evansville, Metropolis, Thebes, and the rate to Cincinnati, New Albany, Jeffersonville and Louisville will be 14½ cents. Northern Iowa territory includes points west of the west bank of the Mississippi River located north of a line drawn via the C., M. & St. P. Ry. from Sabula to Tama, Iowa, thence via the C. & N. W. Ry. from Tama to Council Bluffs, Iowa. Illinois territory includes points in Iowa on the west bank of the Mississippi River.

A RATE WAR that may mean a decided reduction in the shipping rates of grain from the Pacific Coast, was begun when Mitsui & Co., a Japanese steamship company carried tea from Japan to the United States for \$4 per ton, whereas the Pacific Conference established charge is \$8 per ton. Japanese vessels recently have been loading grain on the Pacific Coast at rates much less than those charged by U. S. Shipping Board vessels.

EFFECTIVE JULY 1 the Washington state Commission suspended for 90 days the increased rates on grain from points in Washington to Puget Sound Points. The Interstate Commerce Commission recently recommended the establishment of a 5% increase in grain rates to Puget Sound points and a 5% decrease in the rates to Portland from points south of the Snake River. Under the rulings of the state commission, grain shipped from Puget Sound points from points in Washington, over routes wholly within the state of Washington will move at rates less than the rates on grain shipped by routes that go interstate and will get around the order of the I. C. C. which said nothing of the intrastate rates over which the Washington commission has complete authority.

Coal Dealers Against Government Interference.

The Illinois & Wisconsin Retail Coal Dealers Ass'n at its convention July 15 at Chicago adopted the following resolution:

Whereas, We view with great alarm the socialistic tendencies which have in the last fifteen years been continually gathering momentum in both state and national legislative halls, and whereas we believe that such legislation is not embraced in any of the provisions of the Constitution of the United States, nor is it helpful to the people of the United States. Therefore, be it

Resolved, That our president and board of directors take such steps as may be necessary to lay before the public the danger which may be incurred by such legislation, most of which leads to the destruction of our prosperity, comfort, happiness and liberty.

LEIPSIG, GERMANY.—Heavy rains of late have developed the crops. Rye is heading. The crops that suffered from the early frost are nearly recovered. Fodder plants in some sections are suffering from drought and the growth is late. In the Silesia region all farming work had to be stopped. This section is largely devoted to sugar beets and is growing largely to weeds on account of the lack of cultivation.—S.

Farmers the Chief Sufferers.

There is talk of suppressing the grain and cotton exchanges, forbidding trading in futures, and there is a plain attempt to blame speculation for low prices. This is such an absurdity that it cannot be assumed that intelligent farmers approve of it. Experiments with the suppression of the cotton and grain exchanges in other lands prove that the farmers were the chief sufferers, and laws affecting them had to be repealed.

When the farmer attempts to interfere with the markets he is creating for himself a situation which is decidedly dangerous. The suggestion of closing the cotton exchange, because speculation is supposed to have depressed the price of the crop, is amusing, when it is realized that most of the selling of cotton futures comes from the cotton farmers themselves, in their usual annual effort to hedge their commitments.

The farmers and the cotton growers must realize that they are simply a part of the community, and of the nation; that while they are going thru a period of deflation in prices, and suffering temporarily, others are also feeling the pinch.—President Baar, National Founders Ass'n.

RICE HULLS are being used by Japanese chemists in the manufacture of acetic acid.

PITTSBURGH

Route part of your shipment to Pittsburgh and compare results. The Pittsburgh market stands up alongside the leading grain centers and is growing all the time. Every facility is at our disposal for prompt and efficient handling. We stop at no pains to deserve your confidence. Railway connections give Pittsburgh a decided advantage and the best grain experience makes the Pittsburgh Exchange thoroughly representative. We guarantee Quick Returns on every shipment, not only because of Pittsburgh's reputation for hustle, but because the demand is here. This section of the country is on the top-wave of industrial prosperity, and these members of the Grain Exchange are ready to share with you the benefit of good business.

Harper Grain Co.
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Jesse C. Stewart Co.
Herb Bros. & Martin
H. S. Allen & Co.
C. G. Burson Grain Co.
R. S. McCague, Ltd.
J. W. Smith & Co.
Samuel Walton Co.

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Supreme Court Decisions

Claim for Loss to Be Filed in Six Months.—A carrier engaged in interstate transportation cannot waive the provisions of a B/L or by its misconduct give the shipper the right to ignore them, and hence cannot estop itself from asserting a provision requiring claim for compensation for loss of goods to be filed within six months after reasonable time for delivery.—*Bronstein v. Payne, Director-General. Court of Appeals of Maryland. 113 Atl. 648.*

Recourse Against Terminal Carrier.—The Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. §§ 8604a, 8604aa), authorizing recovery against the initial carrier, but providing that it should not deprive any holder of a B/L of any remedy under the existing law, does not prevent a shipper from recovering from the terminal carrier, whose negligence occasioned the loss.—*Remington v. Barrett. Supreme Court of New York. 188 N. Y. Supp. 174.*

Contract Held Oral Notwithstanding Confirmation.—Where buyer and seller entered into a contract over the telephone without an agreement that the contract was to be reduced to writing, the mere fact that buyer subsequently filled out an order blank, and that on receipt thereof seller sent buyer a letter of confirmation, did not make the contract a written one, so as to come within the parol evidence rule.—*Taylor Milling Co. v. American Bag Co. Court of Civil Appeals of Texas. 230 S.W. 782.*

Fifty Miles per Day Rule Applies Only to Intrastate Shipments.—*Burns' Ann. St. 1914, § 5205*, providing carload freight shall be moved forward at not less than an average of 50 miles every 24 hours, etc., is not controlling on the question of reasonable time for transporting an interstate shipment of live stock, since section 5203 expressly provides that the act shall apply to intrastate carriers, and shall not apply so as to regulate or control interstate commerce.—*Pittsburgh, C. & St. L. Ry. Co. v. Hughes. Appellate Court of Indiana. 131 N. E. 234.*

Carrier Liable for Withdrawing Car on Day for Loading.—A rule of the railroad during the war that shipper must load cars within 24 hours had no application in an action for damages for failure to furnish a car on Tuesday, in compliance with an order for a car to be set in at a station to be coopered on Monday and loaded the day following, and agreement to do so, it appearing that the car was placed the previous Saturday and, after being coopered by plaintiff on Monday, was withdrawn on Tuesday, the day on which the shipper ordered it for loading and when he was ready to do so.—*Bartlett v. Missouri Pac. R. Co. Kansas City Court of Appeals, Missouri. 230 S.W. 660.*

Burden of Proof on Terminal Carrier.—Consignee of interstate shipment which was damaged in transit may prosecute an action at common law against the terminal carrier and elect not to sue under the Carmack Amendment to the Interstate Commerce Act. (U. S. Comp. St. §§ 8604a, 8604aa). In an action at common law against terminal carrier by consignee of interstate shipment injured in transit, all presumptions that existed in favor of a plaintiff in such an action prior to the passage of the Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. §§ 8604a, 8604aa) were available to the consignee, as said amendment did not change the rules relating to the "practice, procedure, or evidence" in common-law actions arising from interstate shipments. Where freight is received by initial carrier in good condition and is delivered by the terminal carrier in a damaged condition, the presumption arises, the contrary not appearing, that such freight was delivered to such terminal carrier in the same condition as when received by the initial carrier, by reason of which presumption the burden is cast on such terminal carrier to show that the freight was not injured while in its possession, but this presumption does not exist, and there is no burden on terminal carrier in the absence of proof that the freight was in good condition when delivered to the initial carrier.—*Pittsburgh C. C. & St. L. Ry. Co. v. Larosa. Appellate Court of Indiana. 131 N. E. 222.*

Owner's Risk Where No Agent.—The uniform B/L approved by the Interstate Commerce Commission, providing that property destined to, or taken from, a station at which there is no regularly appointed agent shall be at the owner's risk after unloaded or until loaded, and when received or delivered on private or other sidings shall be at owner's risk until the cars are attached to and after they are detached from trains, does not apply to loaded cars on a public or semipublic siding, or one privately used, but owned by the railroad, at a station at which there is an agent, and they are not at the risk of the shipper where a B/L has been issued.—*Yazoo & M. V. R. Co. v. Nichols & Co. Supreme Court of the United States. 41 Sup. Ct. Rep. 549.*

Carrier Not Exempted from Liability by Compliance With Regulations.—Under the Carmack Amendment to the Interstate Commerce Act (Comp. St. § 8604a, 8604aa), providing that a carrier shall be liable to the holder of a B/L for any loss, damage or injury to the property "caused by it," such liability extends to loss or damage due to its failure to exercise its common-law duty of due care according to the circumstances. Compliance by a carrier with the regulations of the Interstate Commerce Commission in the transportation of explosives does not relieve it from its common-law duty to exercise such additional care as is required by the circumstances of the particular case.—*Lehigh Valley R. Co. v. Allied Machinery Co. U. S. Circuit Court of Appeals. 271 Fed. 900.*

Who Is "Initial Carrier"?—Under the Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa), liability of a carrier for damages as initial carrier depends upon the reception of goods in one state for transportation to a point in another state or territory, rather than the intention which the shipper may have had at the time of loading the cars, but which does not find expression in some form of contract; and, where all the obligations of a previous contract of shipment are terminated, and there has been a delivery to the consignee prior to the making of the subsequent contract for shipment into another state, the carrier receiving the property under the subsequent contract of shipment is the initial carrier.—*Rice v. Oregon Short Line R. Co. Supreme Court of Idaho. 198 Pac. 161.*

Recovery of Reparations.—The fact that the carriers had filed an application for relief under Interstate Commerce Act, § 4, as amended in 1910 (Comp. St. § 8566), which section provided that no rates existing at the passage of the amendment should be changed until the determination of the application by the Commission does not suspend the right of a shipper to an order by the Commission, before the carriers' application is determined, requiring refund to the shipper of excessive charges collected under a rate which the carriers had amended their tariffs to correct under section 3 of the act. (Comp. St. § 8565).—*Vicksburg, S. & P. Ry. Co. v. Anderson-Tully Co. Supreme Court of the United States. 41 Sup. Ct. Rep. 524.*

Liability of Carrier Continues After Car Has Been Opened.—Where a car, on arrival at destination, was placed on a public delivery track and notice given a consignee, who accepted the car, broke the seals, and started to unload, there was no delivery of property still in the car, but only a right of access given to it in order that it might be removed. Under the provision of the uniform B/L that property not removed within 48 hours after notice of its arrival may be kept in car, depot, or place of delivery, subject to the carrier's responsibility as warehouseman, etc., the carrier's liability as carrier continues during the 48 hours, unless the property is removed within that time, though the car is accepted by the consignee, the seals broken, and unloading commenced.—*Michigan Cent. R. Co. v. Mark Owen & Co. Supreme Court of the United States. 41 Sup. Ct. Rep. 554.*

Confirmation Not Binding When in Conflict with Trade Rules.

Taylor & Bournique Co., of Milwaukee, Wis., plaintiffs, v. Cleveland Bros., of Mobile, Ala., defendants, before arbitration com'tee No. 4 of the Grain Dealers National Ass'n, composed of E. W. Crouch, E. Wilkinson and Cecil B. Munn.

The controversy in this case grows out of the sale of a car of oats by Taylor & Bournique Co., to Cleveland Bros., on July 2, 1920. This sale was made thru Taylor & Bournique Company's broker, A. R. Minnis & Company, Mobile, Ala.

On July 2 A. R. Minnis & Company confirmed to Cleveland Bros., Mobile, Ala., as follows:

"We confirm sale to you for account of Taylor & Bournique Co., Milwaukee, Wis., one car of No. 3 white oats, sulphured, bulk \$1.23, c. a. f. Mobile, shipment fast as possible five days, terms, arrival draft."

The confirmation was signed and accepted by Cleveland Bros. on the same date Taylor & Bournique Co. confirmed sale and mailed their confirmation to their broker, but the confirmation was made out in Cleveland Bros.' name and read as follows:

"Cleveland Bros., Mobile, Ala.
"This confirms the sale by us to you this day of one car (2,000 bus.) sulphured No. 3 white oats \$1.23 per bushel, basis f. o. b. point of shipment, cost and freight to Mobile, Ala., shipment to be made five days fast as possible, shipped to order of Taylor & Bournique Co., Mobile, Ala., Western official weight and inspection to be final, arrival draft, for purchase price with B/L attached drawn on you on or about date of shipment, is to be honored by you on presentation. This contract is subject to the terms printed on the back hereof."

The expiration of this contract would be July 12.

Taylor & Bournique Co. contend that they July 7, and the car was not shipped until were within their rights in shipping the car on July 12, and that they had a right to demand that consignee accept same. In support of that contention they quote the two following clauses which were printed on the back of their confirmation above referred to. The first clause reads as follows:

"This contract is subject to conditions over which we have no control, such as strikes, lock-outs, boycotts, fires, floods, embargoes and inability to secure cars for loading at elevator."

The second clause reads as follows:

"Should shipment not be made within time specified we are to have the right to make shipment thereafter until you give us notice to the contrary."

Taylor & Bournique Company contend that Cleveland Bros. did not notify them not to make shipment provided same was not made within original contract time, and that therefore, under the clauses above quoted that they had the right to ship the car any time thereafter, unless Cleveland Bros. notified them not to ship. The facts show that Cleveland Bros. never did accept Taylor & Bournique Co.'s confirmation, but that on July 10 they put the brokers on notice that unless the car was shipped in contract time that the shipper might expect trouble on this car of oats. On that date the brokers in this transaction wrote Taylor & Bournique Co. of Cleveland Bros.' attitude. It seems that Cleveland Bros. did not make a positive statement that they would not take the car of oats, but at least they put the brokers on notice that they might expect trouble if the car was not shipped on contract time.

The broker states that he delivered Taylor & Bournique Co.'s confirmation to Cleveland Bros.' bookkeeper and requested that he have Cleveland Bros. accept same and return to Taylor & Bournique Co. The bookkeeper makes affidavit that he does not remember this fact, but it does develop that the confirmation was in Cleveland Bros.' office, but Cleveland Bros. state that they had never seen same, prior to time controversy arose.

Taylor & Bournique Co. contend that with this confirmation in their office that same was sufficient notification to Cleveland Bros. of Taylor & Bournique Co.'s views of the contract

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to warrant Taylor & Bournique Co. in shipping the car five days after contract date and expecting Cleveland Bros. to take same, because Cleveland Bros. made no exception to the terms of Taylor & Bournique Co.'s confirmation.

The Com'ite is of the opinion that Taylor & Bournique Co.'s contention that the printed clause on the back of their contract which reads, "Should shipment not be made in time specified we are to have the right to make shipment thereafter until you give us notice to the contrary," does not warrant Taylor & Bournique Co. in making shipment after contract expired, unless they had received Cleveland Bros.' consent to make shipment.

The Com'ite holds that such a clause as above quoted is contrary in spirit to the Trade Rules of the Grain Dealers National Ass'n, in that it attempts to relieve the shipper of all responsibility as to the notifying the buyer of failure to ship and attempts to place on the buyer the burden of finding out whether or not cars are shipped in contract time. The seller is naturally in a position to know when a shipment is made or when it is not made, and the responsibility should not be placed on the buyer until the buyer has a reasonable right to believe that shipment has not been made.

Rule 7 reads as follows: "When a seller finds he will not be able to complete a contract within the agreed limit it shall be his duty at once to advise the buyer by mail, telephone or telegraph. Whereupon it shall be the duty of the buyer at once to elect, either to buy in or cancel the deficit, or with the consent of the shipper to extend the contract to cover the said deficit."

The second paragraph of Rule 7 reads as follows:

"If the seller fails to notify the buyer of his inability to complete his contract, as above provided, the liability of the seller shall continue until the buyer by the exercise of due diligence can determine whether the seller has defaulted. Then the buyer shall immediately (a) agree with the seller upon extension of the contract to cover the deficit (b) cancel the contract outright or (c) buy in the deficit for the seller's account."

Rule 7 as well as trade custom places the first responsibility on the seller, and the Com'ite holds that the seller in failing to definitely notify the buyer, immediately he becomes aware the car will not move in contract time, convicts himself of greater negligence than could be attributed to the buyer, and therefore, would have no right to demand acceptance, by the buyer, of the shipment in question.

The Com'ite holds that the broker's confirmation in this contract is the contract, and that Cleveland Bros. were perfectly within their rights in refusing to accept the shipment as made, particularly so since the shipper did not notify them immediately they became aware of the fact that the car would not be shipped in contract time.

We therefore hold that Cleveland Bros. owe Taylor & Bournique nothing and the costs of this arbitration are assessed against Taylor & Bournique Co.

Will Southwestern Farmers Regret Rushing Grain to Market?

The increased car supply as compared with that of last year is a factor in this year's large receipts, but the chief factor is the great urgency on the part of southwestern farmers to sell. Soft wheat farmers are adopting a policy opposite to that of the hard wheat farmers, and are holding their wheat for higher prices. Last year, soft wheat farmers sold wheat early in the season, thus obtaining the benefit of the ruling high prices, while hard wheat farmers held.

Southwestern farmers are adopting the same tactics, and appear to be in the same frame of mind, as the speculator who finds that he is being continually whipsawed in the market by buying on bulges and selling on breaks. The whipsawed speculator usually blames the market, and frequently proclaims in a loud voice that some one is deliberately taking his money away from him, when in reality his own lack of judgment is alone to blame. So, we have no doubt, the southwestern farmer will be just as much incensed this year when prices advance after he has disposed of his wheat as he was last year when prices declined when he was holding it.—Hulburd, Warren & Chandler.

WHEAT CONDITIONS in Japan are unfavorable. The yield will not be over 25,000,000 bus. whereas 40,000,000 bus. are required for home consumption.

Farmers Hopes Cripple Market Judgment.

BY E. C. G.

Following are the impressions a traveler gained while meandering thru Illinois, Iowa and Missouri.

A close study of our rural neighbor, the farmer, will bring one to the conclusion that not only have they all a common interest, but in disposition, too, there is a great similarity.

Pessimism, in the majority of cases, is the ruling factor. If crops are good, then the cost of harvesting was too great, either because of high priced help or purchase of new machinery. In other words, the farmer has never made money, yet on his frequent trips to town with his family, generally in his automobile, all radiate prosperity.

Illinois farmers should have made money; Iowa farmers, with their bumper crops could have made money; while in Missouri the lure of \$2.00 corn changed grazing land and wheat acreage into a hunting ground for chinch bugs.

Pennies were split over last year's crop and dollars were lost, this year's crop is held because dollars cannot be made, while next year's harvest is soon to accumulate.

Foresight is a gift the farmer lacks. He cannot be made to realize how much more advantageous it would be for him to dispose of what he has and begin next season with a clean slate. The consensus of opinion among them is that prices will go up, due to the shortage caused by present overflowing cribs. While this may be the case, the vast amount of grain to be rushed to market by the farmer in his eagerness to get the highest price will bring about such an immediate surplus that the late comer will again be forced to accept lower prices.

Five prices were paid for land in some sections that is now not productive enough in yield to meet interest on notes.

The farmer was the first to gain the advantage of high prices, during the four years of which he should have accumulated enough surplus to offset any loss he may now incur thru present readjustment.

His argument is, in view of the fact that low prices on grain have so little material effect on the cost of breadstuffs that the consumer should have no objection to a staple high price. Yet the rise and the fall of the grain market has a consequent effect on every commodity.

The farmer is reluctantly feeding 50c corn to 9c hogs, could he ever reconcile himself to feeding a \$2.00 product with no greater return? He expects to receive from his livestock a price proportionate to the cost of production. Will he get it?

Dealers Will Ignore Oregon State Discounts.

It is reported that the Pacific Northwest Grain Dealers Ass'n and the North Pacific Millers Ass'n, at their recent annual meetings, and various grain exchanges of the Pacific Northwest, have voted, that the schedule of grain discounts provided in Sec. 6123 of the Oregon Laws which was published on page 502, of the March 25, number of the Journal, is unfair and unconstitutional; that the discounts are in conflict with the federal grain standards and interfere with the rights of private contract.

The Ass'ns have recommended that the laws be disregarded and have adopted a schedule of discounts based on No. 1 wheat, federal grades, unless otherwise specified in the contract.

Senator Roy Ritner has been endeavoring to get the grain exchanges into a conference to settle on discounts, failing which he threatens suit against the grain buyers immediately to test the validity of the discount law.

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Price, \$3.25

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Patents Granted

1,382,362. Corn Crib Wall Structure. John H. Irely, West Liberty, Ia. This structure for use on cribs is directly ventilated thru ventilation holes fitted with vermin guards.

1,382,150. Sack Holder. C. Walldow, San Jose, Cal. In this device, a framework holds a hinged hopper which directs material into a sack. The sack is held in position by a system of hooks on the lower part of the hopper.

1,381,718. Grain Sieve. Alonzo Lockard, Massillon, O. In a pair of grain sieves are a number of small holes and a number of larger holes. Peculiarities in the formation of the holes in both the sieves permit kernels to pass thru when sieves are in certain positions.

1,381,570. Grain Elevator. H. K. Lininger, Kansas City, Mo. This is an elevator which handles the grain by suction. It comprises a grain cleaning device and a discharge spout. A suction created within the elevator causes the grain to follow the path indicated by the arrows.

1,382,897. Lining for Grain Spouts and Chutes. Charles Esche, Milwaukee, Wis. This lining comes in sections and is made so it can be attached or detached to a provided supporting beam. Attachment of the lining is made by small holes in the lining sections slipping over the small projecting attachments on supporting beam.

1,380,698. Dust Collector. Frank Anspach and Frank Myers, Toledo, O. This collector is built in the form of a double cone. The passage of the dust laden air thru the spirals of the cone is interrupted by a series of restrictions or baffles. The dust drops from the air at these baffles and is later transferred to the vertical central chamber.

1,382,269. Scale. Wm. M. Buchan, Minneapolis, Minn. This scale comprises a container to hold the grain to be weighed, a feeder for filling the container, a balance lever connected to the container and a connection between the balance beam and a gate located on the container. The gate operating mechanism operates only at a certain beam position predetermined by the operator.

1,383,260. Grain Cleaner. Charles A. Torrence, Winnipeg, Man., Can. This cleaner is contained within a casing into which grain enters thru a feeding spout. A fan causes a blast of air to circulate thru the casing and the feeding chamber. Between the feed chamber and the fan is a system of screens for cleaning the grain. After passing over the screens the cleaned grain passes out thru one discharge spout and the screenings thru another spout.

1,382,266. Conveying Apparatus. Arthur E. Bennett, Buffalo, N. Y., assignor of one half to H. B. Staley, Buffalo, N. Y. An upright standard and horizontal beam supports this conveyor. Conveyor position adjustments may be made by lengthening the horizontal beam and by elevating or lowering the upright.

1,381,601. Vacuum Grain Cleaner. Charles Argyle Torrence, Regina, Sask., Can. This cleaner is contained entirely within a casing, the lower portion of which is divided into chambers. A revolving fan is connected to the upper casing and a screen revolves in the casing above the chambers. Grain entering the casing is acted upon by the revolving fan and screen and after being cleaned is discharged thru outlets provided.

Elevator Casualties.

FUSTIN, MICH.—William Worst received a severe cut on one of his thumbs while working for the Dighton Grain Co., Inc.

KIMBALL, NEB.—W. Hilgert, in attempting to move a partially loaded car of grain for the Kimball Mill & Elevator Co., overexerted himself, causing a rupture on the left side.

CADILLAC, MICH.—A horse standing near the door of an elevator owned and operated by Edw. O. Harris, struck and bit John W. Bell, an employe, while he was waiting on a customer.

BENTON, IND.—During an inspection of some construction work at the Lochiel Farmers Elevator Co. the manager of the elevator, Joseph A. Stone, fell 57 feet to the ground, spraining both feet and breaking his nose.

ENTERPRISE, KAN.—Harry S. Stuck, in the employ of The Kansas Flour Mill Co., had his left thumb crushed between a freight car door and the side of the car when a fellow employe rapidly closed the car door.

WICHITA, KAN.—J. D. Smid was oiling machinery at the plant of the Red Star Milling Co., when his foot slipped and he fell straddle of a moving belt. He was carried to the pulley protector where his back was forcibly doubled and he received severe friction burns over the back and inner surfaces of the thighs.

SALINA, KAN.—John Baker and P. Giddings were engaged in driving a piston pin out of a piston block at the plant of Shellabarger Mill & Elevator Co. Giddings was holding the piston block while Baker was driving the pin out by blows with a sledge hammer. The block happened to turn slightly while the sledge was swinging, the blow striking on Giddings' hand. The hand was badly bruised but no bones broken.

Insurance Notes.

ILLINOIS' FIRE LOSS for the 6 months ending June 30 amounted to \$9,956,944 which includes the \$2,000,000 explosion loss to the C. & N.-W. Elevator at South Chicago, Ill.

THE FIRE INSURANCE BUSINESS is a science, and like all other sciences, its growth has been evolutionary, yet founded on certain elementary laws that do not change. These fundamentals are, that fire insurance cost is in direct proportion to fire loss. Seventy per cent of the fire loss in the country is preventable. If these preventable fires could be stopped as they can, insurance cost would automatically take a downward jump.—T. F. Baker, mgr. Arkansas Fire Prevention Bureau.

CHANGES IN RATE SCHEDULES, making a reduction in the insurance rate and the cost of insurance on elevator buildings and their contents when the roofs are of metal, approved composition or asbestos and when the sides are iron clad has been announced by the Western Grain Dealers Mutual Fire Insurance Co. of Des Moines, Ia. The announcement follows: If the metal roof and sides are well constructed and in good condition, properly connected and grounded, a credit of 10c is also allowed for such lightning protection. The iron covering of the roof and sides being well connected and grounded at two opposite corners of the building provides the same lightning protection as lightning rods. Policy holders are requested to advise this company if they have elevator risks constructed as above and we will promptly check up the rates at which such policies are written and make proper adjustments, refunding the excess premium. We urgently suggest that grain dealers discontinue using shingles for roofs of elevators, warehouses, coal sheds and corn cribs situated along railroad right-of-way. The spark hazard of shingled roofs is one of the most serious hazards in elevator and grain insurance.

Makes Building Owner Liable.

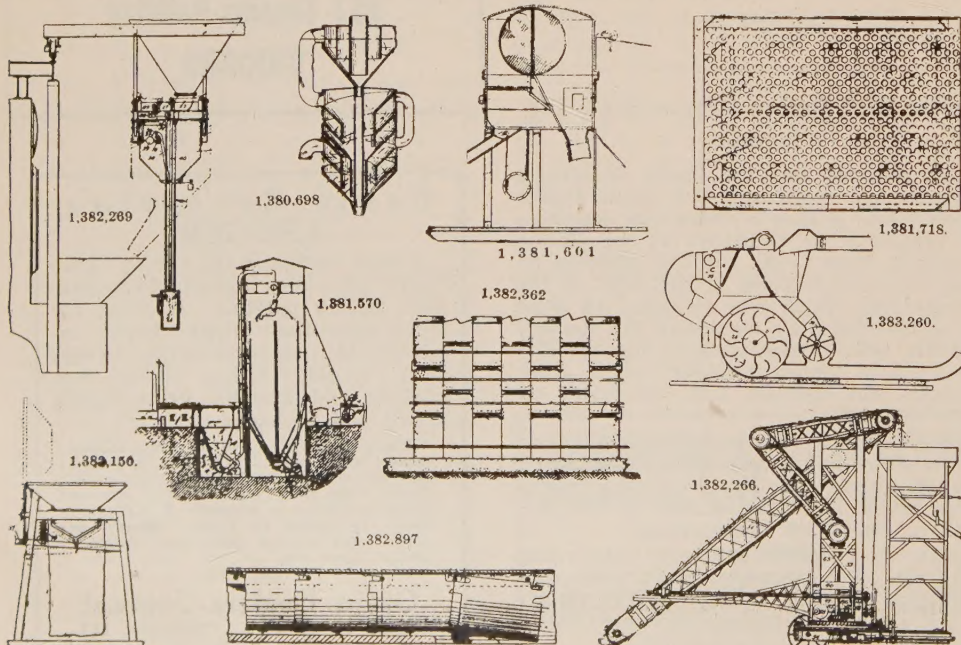
A law passed by the recent session of the Illinois General Assembly amends the law creating the office of state fire marshal and contains the following provision:

Sec. 9. No person, being the owner, occupant or lessee of any building or other structure which is so occupied or so situated as to endanger persons or property, shall permit such building or structure by reason of faulty construction, age, lack of proper repair, or any other cause, to become especially liable to fire, or to become liable to cause injury or damage by collapsing or otherwise. And no person, being the owner, occupant or lessee of any building or structure, shall keep or maintain, or allow to be kept or maintained on such premises, combustible or explosive material or inflammable conditions, which endangers the safety of said buildings or premises.

Authorities and officers charged by the original law with the duty of investigating fires are empowered to inspect and examine premises and buildings and, upon finding a dangerous condition of fire hazard, to order the condition corrected. The person in charge of the building is given ten days to appeal from the order to the county court for the purpose of having the reasonableness of the order inquired into and determined.

A fine of not less than \$10, nor more than \$50, is provided for violation of the law, and in case of failure, neglect or refusal to comply with the order or judgment of the court sustaining the order each day's failure is made a separate offense.

TURKEY WILL NO LONGER permit grain and milled products to enter the country free of duty as heretofore. An imperial decree, which became effective July 1, re-establishes most of the import duties that were suspended after the armistice was signed to permit food to enter to feed the starving Turks. The duty on wheat will approximate 36 cents per bushel and the duty on flour will approximate \$4.20 per 220 pounds.



Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President Geo. A. WELLS, Secretary

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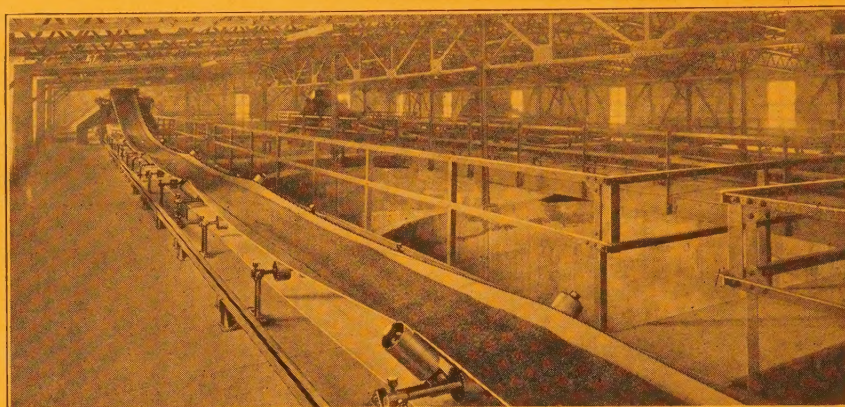
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